# CYCLE NEWS®

Dec. 10/Dec. 24, 1986

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## Impression: Harley-Davidson Low Rider Custom

# "American the Beautiful"

## World's Biggest "Harley"

## Barstow-To-Vegas

## Long Island AX

## Dragbike Nat'l Finals

America's motorcycle newspaper

# In the WIND

## BY PAPA WEALEY

CORRECTION: Last week's report on the AMA-commissioned study of carburetor restrictors was accompanied by a photo caption in which a saying was said to have come from the business card of C.R. Axtell. Mr. Axtell informs us that not only did it not come from his business card, but that he has never had a business card. *Cycle News* regrets the error.

**The 15th Annual Mini Olympics and Winter Nationals at Gainesville, Florida's Gatorback Park were held over the Thanksgiving Day weekend. The top award in the minibike division, the Bronze Boot Award, went to Damon Bradshaw (Yam). Motorcycle division competitor Jason Langford (Kaw) won the Scott Golden Goggle Award. Complete coverage next week.**

Southern California's Anaheim Convention Center will host the Anaheim Motorcycle and ATV Expo December 5-6-7. Doors will open at 5 p.m. Friday with the show open until 11 p.m. Saturday's hours are 11 a.m. to 11 p.m. and Sunday's 11 a.m. to 6 p.m. The Expo is being held in the Convention Center's Southwest Hall. Andy Goodman, HBJ Expositions & Conferences sales manager, said, "The Anaheim show looks to be the largest ever since it became an 'all public' event in 1982. All the major motorcycle manufacturers will exhibit their 1987 models at Anaheim and as early as October the booth count stood at 373 compared to a total of 315 at last year's show.

**RESIGNED: Scot Harden, from position of national sales manager for Cagiva North America, to pursue other interests.**

APPOINTED: Gary Hassbaum, as national marketing manager for MISI Imports, responsibilities to include spearheading new marketing program for Action One and Roadgear products which will be marketed through regional distributors.

**The Continental Motosport Club (CMC) has announced that a whopping $525,600 in contingency prize money has been posted by Honda, Kawasaki, Suzuki and Yamaha for the upcoming 11th Annual Dodge Truck/CMC Golden State MX Nationals, which are sponsored in part by U.S. Suzuki and Dunlop. Suzuki leads the pack, having posted $210,400 which will be distributed to first through fifth place finishers in the Sportsmen ranks, and to first through 15th place finishers in the Pro classes in each of the eight series events. Yamaha has posted $151,200 and that'll be paid out to the first through 10th place finishers in the Sportsmen and Pro classes. Kawasaki has posted $70,800 which will go to first through fifth place finishers in both divisions. Honda's $44,200 will go to the first through third place riders in both divisions. All payouts are, of course, contingent on the brand of bike the top finishers are riding. Contingency postings from the multi-sponsors and aftermarket companies will be announced at a later date.**

Mike Kidd Promotions will hold two professional TT events in California this winter. Both events will be held in conjunction with Nissan Great American Motorcycle & ATV Shows. The first race will take place on January 10 at the Los Angeles County Fairgrounds in Pomona and will offer a $5000 purse. The second event will take place in the San Francisco Cow Palace on February 6 and will have a $2500 purse. Former Grand National Champion Kidd would like to run a vintage TT race during intermission at the Pomona event. If you're interested in participating in such, call Kidd at 817/627-7483.

**HosPITal STOP: MXer Mike Eads, owner of Kingsport (Tennessee) Kawasaki & Suzuki, was involved in a racing accident on November 16. After working in pain for 10 days, he was admitted to Bristol Memorial Hospital with a broken neck and surgery will be required. Cards and letters of support can be sent to Mike Eads, Rt. 6, Box 1935, Bluff City, TN 37618.**

Vintage bike enthusiasts who are members of the Florida-based Historic Motorcycle Racing Association (HMRA) will be interested to learn that HMRA has been absorbed by the American Historic Racing Motorcycle Association (AHRMA), with no major change in emphasis, according to AHRMA executive director Gary Winn. HMRA members will receive information in early December regarding new programs and AHRMA benefits. For further information on the changeover, or on the AHRMA, write: Gary Winn, AHRMA, Rt. 2, Box 214, Marengo, OH 43334.

**HIRED: Jim McIlvain, by Heininger! Creative Marketing, a marketing services and sales company; McIlvain was most recently director of marketing for Husqvarna Motorcycles, and previously held marketing and sales positions at Bell Helmets and U.S. Suzuki.**

The Motorcycle Industry Council (MIC) has announced that Hap Jones will be the recipient of MIC's top honor at their annual awards banquet which will be held on February 21 in Cincinnati, Ohio, in conjunction with the February 21-23 Motorcycle & ATV Expo. Jones will be presented with a Lifetime Achievement Award based upon his over 50 years in the motorcycle business. He will be recognized for his contributions to the industry, his support to others, particularly as a long-time sponsor of numerous prominent racers, and for his commitment to organized motorcycle club activity in northern California.

**The La Carrera Classic II road race will take place on April 11 in Baja California, Mexico, and will conform to the rules of the Historic Advisory Committee of the AMA and the California Vintage Racing Group. The Vintage classes will feature the 500cc Premier class, F-750 and Support classes. Co-organizer Cliff Carr is planning to have a Classic Match Race event for two and three cylinder machines and is hoping to entice a British team made up of Paul Smart, John Cooper, Percy Tait, Ray Pickrell, Dave Croxford, Martin Carney and other Brits to take on an American squad comprised of Dick Mann, Gary Nixon, Don Castro, David Aldana, Jim Rice and Keith Mashburn.**

RESIGNED: Jeff Hill, from his position of KTM western sales manager based in San Diego, California, effective December 5; Hill will return to work in his father's pharmacy in Macon, Georgia.

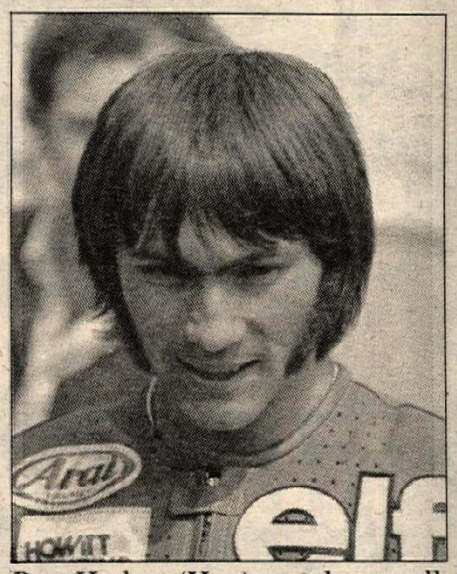
**Team Honda's Rick Johnson won the November 22 Tokyo Supercross in Tokyo, Japan. Johnson beat second and third place finishers Jeff Ward (Kaw) and David Bailey (Hon) while Keith Bowen (Yam), Micky Dymond (Hon), Bob Hannah (Suz), Broc Glover (Yam), Jeff Stanton (Yam), Jeff Leisk (Yam) and George Holland (Suz) rounded out the top 10.**

Marlboro Yamaha's Rob McElnea lost out in his bid for the $50,000 bonus for winning every race in the Australian Swann Series when he lost the fourth race of the six-race series at Oran Park on November 30 to his series teammate Kevin Magee. McElnea won the opening two road races at Surfers Paradise on November 23 with Australia's Magee, aboard Eddie Lawson's V-four Yamaha, finishing second both times. In the Oran Park race McElnea won the opening race, but was passed by Magee in the final laps of the second.

**According to Yamaha's Ken Clark, Yamaha does not intend to field a Superbike road racing team in 1987. "It's getting out of control," Clark said. "The amount of dollars a factory has to spend is escalating like crazy." Clark added that Yamaha will be assisting Jimmy Filice, whose Yamaha contract runs through the 1987 season, and will also be getting more involved in Production class road racing.**

Yamaha's chances of winning the Daytona 200 for the second time in a row seem to be in question as it appears two-time World Champion Eddie Lawson will not be on hand. Yamaha's Kenny Clark feels the Camel exclusivity agreement with the AMA will prevent Lawson from riding. "With his contract with Marlboro, I don't see any way he can do it," Clark said. In addition to not having Lawson, the 200 Yamaha FZR750s that are being produced for Superbike racing will not be ready in time for the annual March event.

**The California Racing Club (CRC) and the Family Racing Association (FRA) will combine schedules for 1987. One point system will be used and the clubs will alternate months with the FRA Frosty Cactus Enduro starting the 10-race schedule on January 11 in Red Mountain, California.**




Ron Haslam (Hon) was the overall winner of the November 22 Macau Grand Prix road race. The event, which took place on the streets of the tiny Portuguese territory on the mainland of China, was run in two legs. Haslam topped overall runner-up Didier de Radigues (Hon) in the first leg by 6.3 seconds and then finished less than a second behind de Radigues in the second leg to win on elapsed time. American Formula One Champion Randy Renfrow (Hon) took third overall with 5-3 performances.

**If there's enough interest, National Observed Trials Champion Scott Head could be persuaded to conduct a one- or two-day trial school in the Los Angeles area. According to Big Dab, the newsletter of the American Trails Association, Head realizes that Beginner and Novice class riders aren't ready for floaters and bunnyhops, and he'll gear the class accordingly. So, if you're willing to fork out about $25 to learn how to clean a section from the National Champion, call 818/287-8507 and express your interest.**

As many as five riders may be riding a Yamaha Razz scooter that doesn't belong to them. Due to scoring errors at the Florida Winter Olympics, as many as five classes were scored wrong. If folks at World Sports haven't called you by the time you read this, ride on! If you've been away from the phone, check out our coverage of the event in next week's paper to make sure the Yamaha scooter and the champ's trophy belong to you.●

# Over the edge

"Sierra Club, run for your lives!"

Copyright Page 3 Productions. From an idea by Carol Sims

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America's motorcycle newspaper

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**ON THE FRONT PAGE: The Nikon of Henny Ray Abrams caught Malcolm Forbes' Harley-Davidson balloon, while Kit Palmer's Nikon clicked the pic of the Harley-Davidson Low Rider Custom.**

# voices

## How Cranston could lose

The recent guest editorial "How Cranston Won" By Dave Holeman was appreciated. Even though Dave stretched the truth a bit, his point is well taken. Aware voter turn-out is an essential part of protecting the interests of motorcycling, a part that apparently only we can make happen. The Cranston problem sure didn't take care of itself, or just go away.

Yes, we all need to stay on top of who our elected officials are. And how to contact them. It's good if you ever contact them at all, but sometimes we need to do so in a big hurry to let our feelings and interests be known. One easy way to find out who these people are is to call your city hall and request the names and phone number of the following: Your senators (who deal with issues at the federal level), state senators, congresspersons, and assemblypersons. They can also provide you with county supervisors, etc., should you have a local problem. No city hall? Call your local chamber of commerce as they also know.

Now that you have names and numbers, call these offices for accurate and current addresses of same. This can also be considered prerunning the phone numbers in preparation for battle. But at the same time, even Senator Cranston's office will be polite to you if you are polite to them. You can't reason with people by screaming at them. It is to our advantage to project a positive image.

Go ahead and scribble while you are on the phone. Then make a somewhat organized list of all this acquired information. Put it where you can find it, even if that means in your tool box. The next time the bureaucrats threaten our sport, as well as our civil liberties, you will be armed with valuable knowledge.

Yes, Senator Cranton is trying to stick it to his own state (California) at the federal level. That is why we kindly request all Americans to contact their respective senators to voice opposition to Senate Bill SB2061. If Big Brother gets away with shutting down southern California by simply labeling it a "wilderness area," then a very dangerous precedent has been set. What part of the country do the eco-freaks go after next? The Colorado 500 could be history within several years, for example. And to add insult to injury, the term 'wilderness' in most cases, if not all, would be a lie according to Webster's Dictionary.

We can't say it enough, if you are of voting age, then do so. Register to vote. When you move to a different address, re-register. Even though Cranston won the senate race, perhaps we, the off-roading public, made a difference in the Cranston vs. Zschau match. If nothing else we made Cranston sweat when Zschau took the early lead. When Cranston went on to pull-out an 11th hour victory, by a rather slim margin, maybe he got the message that he's not as popular as he thought and that a great many Californians are mad as hell about what he is doing with SB2061. Unfortunately, there were not enough of us at the polls to make the ultimate difference.

Evaluate the situation. Put it in your own words and terms. Think about it. Have you ever noticed that sometimes when you're riding how easy it can be to really think clearly? Even if you're racing? Makes ya wonder.

When the banner's up and I look up and down the start line at the competition, I see a defense of the true pioneer spirit that made this country free. That's what our great sport means to me. This is something worth protecting.

We *can* do something about the problem of politicians wanting to shackle us out of existence. At least in this country we still can. We must stand up for our rights. We'll never know unless we try.

TOM MARSHALL
Canyon Country, CA

## Right on the money

Dave Holeman was right on the money in his guest editorial *(Cycle News,* Nov. 26/Dec. 19). We blew it in November at the polls.

Yes, I wrote letters. You read them in *Cycle News* and (can I say it?) in Dirt Rider.

Yes, I voted — for Ed Zschau — and tried to make my voice heard in the place where it really counts!

Apparently not enough other riders made the effort to do either. I hope that somehow, somewhere, somebody will get us off our collective butts and get us organized. Apparently it won't come from the AMA. Maybe the California Off-Road Vehicle Association (CORVA) will come through. Or another Phantom Duck will appear.

I'll keep trying to do our part. What are the rest of you guys doing?

LYNN DOUGLAS HOWELL
Walnut, CA

## The issue is money

This is about the renewed helmet law controversy in California. I have sent a similar letter to Assemblyman Richard E. Floyd.

I personally wear a helmet. I like to see my friends wear helmets, because they're more likely to stay around awhile if they do, and that would make my life better. But I feel that people must be allowed to take risks that don't endanger others. Not wearing a helmet is just such a risk.

Part of the issue is individual freedom. It's a short step from requiring helmets to saying it's illegal to go walking in the desert in the summer, because every year people do and die as a direct result. Many other things are in that category and could be similarly controlled. Rock climbing, scuba diving, motorcyling itself, could all be prohibited in the name of the social good. And where from there?

The other part of the issue is the so-called social responsibility problem. Let's consider that objectively for a moment. Let's consider *only the money,* because that's the issue.

There's a lot of talk about the expense of medical treatment that must be picked up by the state when a *helmetless* rider hurts himself worse than he would have if he'd been wearing a helmet. Two big numbers are getting completely ignored. One is the amount of money that gets spent when a *helmet wearing* rider survives an accident, with terrible and expensive injuries, that would surely have killed him had he not been wearing a helmet. He may become a ward of the state for life *because* he had a helmet on. The second missing number is the amount of money that gets saved, in a sense, when a *helmetless* rider gets killed instead of surviving with injuries that would cost the state a lot of money.

This sounds morbid, but remember, the issue is money. If someone doesn't like this argument, it's not the money they don't like, it's the human side. That's not the cost to society; but speaks rather to the other problem, the question of whether we should prevent people from taking risks. If we're going to consider the dollar costs, let's be honest about it.

No statistics I've seen address those missing numbers. When they are taken into account, we might even see that it would save the state money to ban helmets. I certainly don't advocate that. The point is, we don't know *what* the dollar costs are, because no one's looked at the entire issue.

I'm happier to see anyone wearing a helmet, because she/he probably has people that care about her/him and they could be longly saddened by a minor accident. I would like to see everyone educated about the fragileness of the brain and the protection helmets provide. But it must remain an individual choice. As for the dollar costs, people like to quote figures that support their feelings, but so far no one has looked at it objectively.

JAMES BRADLEY
Los Angeles, CA

## Loose cannon rhetoric

It appears that it is Mr. Holeman's belief that motorcycling is endangered by the reelection of Senator Cranston to another term of office. What an extrordinary perception! His recent guest editorial certainly leads me to believe that it is much more endangered by the likes of Mr. Holeman, standing on soap boxes!

His style and views represent to me the most embarrassing excesses of the fringes of the motorcycling fraternity, (and, coincidentally, reminds me of the tone of the recent Senatorial campaign in California!!). His 'loose cannon' rhetoric is potentially injurious to everyone, both inside and outside of the sport. Any outsider, assuming that his violent diatribe typifies the general opinion of us all, can only have his worst fears confirmed!!

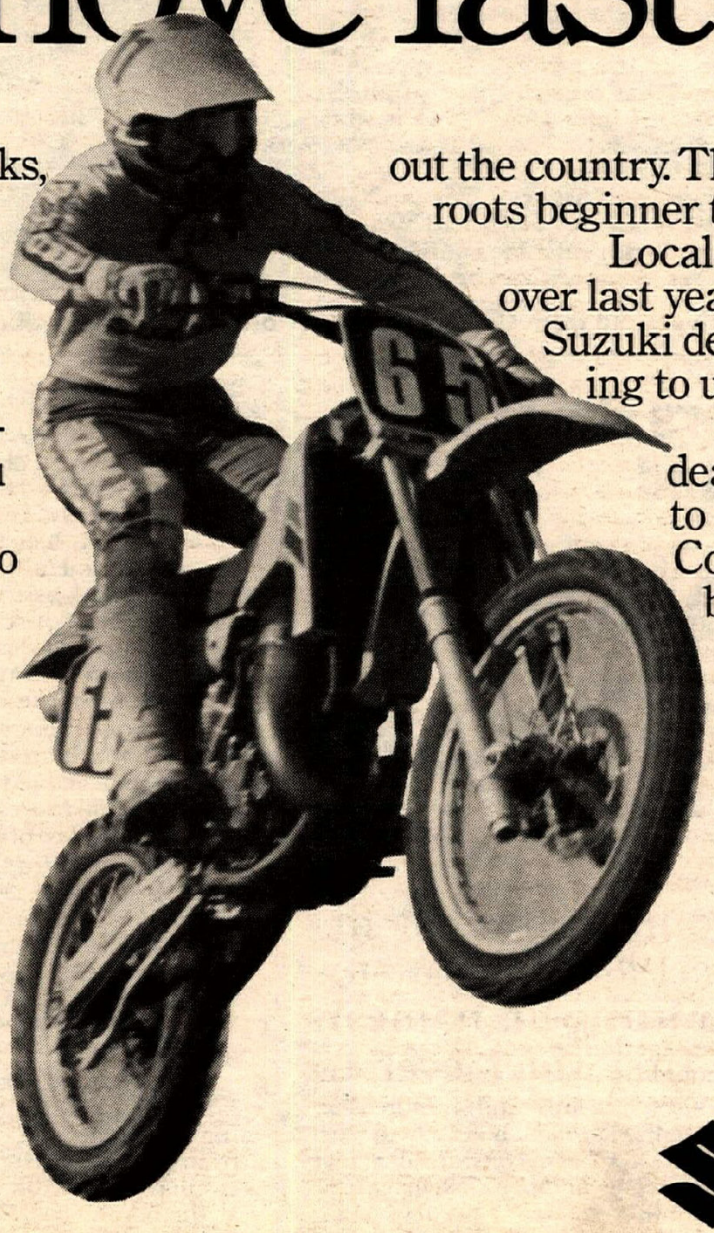
Fortunately, I know there are many in this business who are not tied to his tangential 'sling-shot' opinions. We are not going to be 'buried' by those categorized by Mr. Holeman as 'bums'!

We are going to continue to succeed by operating our businesses and our lives with a rational, open mind, aware of all the changing factors that influence every day. In fact, they are a sign that there are still opportunities to create, and not just phantom enemies to blame for our own shortcomings.

I counter the restrictions or controls on riding areas by doing all I can to make sure my customers, their families and friends, ride responsibly and safely, and respect with more care the areas we do have, rather than abuse the areas we don't always need. Personally, I have little problem with a 55 mph limit if it extends the longevity of even a small number of my customers! I also understand the simple relationship between cost of repairs, the irresponsibility of riders and insurance rates. I also trust motorcycle magazine editors not to get

*(Continued to page 17)*

# To get your share of Suzuki's $1,250,000 RM contingency program, you've gotta move fast.



This year, we've got the bucks, the bikes, and the backing.

Suzuki's pushed the purse to an incredible $1.25 million and we have the most powerful RM80, RM125 and RM250 ever.

And now in '87, your participating Suzuki dealer can give you the latest information direct from Suzuki race technicians on how to set up your bike for the best performance.

Plus, if you want to refine and improve your riding skills, stop by a participating Suzuki dealer and check out Tony D's Motocross School. He's the three time National Motocross Champ. And he accomplished that feat rockin' and roostin' on a Suzuki. His schools are located throughout the country. They're designed for the grass roots beginner to the advanced rider.

Local support has been increased over last year. And now participating Suzuki dealers will give strong backing to up and coming riders.

Your participating Suzuki dealer has everything you need to know about this year's Contingency Program. Stop in, but get there fast. They'll show you how to get it right in '87.

Right on, Suzuki

SUZUKI

PHOTO BY DANIEL GREENE

Yamaha support rider Cliff Thomas, a 22-year-old from Canoga Park, California, won B-to-V aboard a 250.

## 1986 AMA D-37/Coors Barstow-to-Vegas Hare and Hound

# Thomas tames Barstow-to-Vegas

**By Anne and Tom Van Beveren**
LAS VEGAS, NV, NOV. 29

Desert hotshot Cliff Thomas powered his Yamaha to victory in the 1986 Barstow-to-Vegas Hare and Hound, putting his name in the record books as the first rider ever to claim the overall win in the prestigious desert race aboard a 250cc motorcycle.

Competing for the first time in the granddaddy of desert events, the 22-year-old rider from Canoga Park, California overcame factory-sponsored teams and hundreds of larger displacement bikes to win what has always been considered a race tailor-made for Open class machines.

Thomas, of the Checkers M.C., completed the tough 170-mile course in three-and-a-half hours, taking the checkered flag just over one minute ahead of another 250 Yamaha piloted by Mike Baker of Orange, California.

The first Open class bike to finish was a two-stroke Husky ridden into third overall by Team Husqvarna's Dan Ashcraft. Ashcraft finished just ahead of Eric Hallgath, who turned in an amazing performance on a 125 Yamaha. Fifth overall went to Team Husky ace and last year's B-to-V champion, Dan Smith, who was riding his four-stroke Husky.

The race, which was organized by AMA/D-37's Sports Committee, drew more than 2,000 requests for entries, but BLM land use restrictions limited the total number of riders to 1,200.

The banner dropped on the first wave just after 7:30 a.m., and 300 expert riders powered off the starting line just north of Barstow, California and headed east towards Las Vegas, Nevada. Riders in other classes followed in four waves, about 15 minutes apart.

Riders battled for position on the sandy uphill of the bomb run, pushing for a place out of the dust at the front of the pack. As the experts swept past the strobe light that served as the bomb, Ted Hunnicutt, on an Open class Kawasaki, was battling for the lead with Ashcraft; Cliff Thomas was in hot pursuit.

The three-way duel continued for the first 15 miles as the race paralleled I-15, but when the course went under the highway for the first time at Basin Road, Bruce Ogilvie, this year's overall winner of the SCORE Baja 1000, blasted through to the front.

Ogilvie (Honda XR600) went under the highway 15 seconds ahead of Hunnicutt, with Thomas in third and Ashcraft powering down the sand wash in fourth overall. Mike Baker's 250 was a few seconds behind in fifth, with Hallgath, who had abandoned his usual 250 Husky in favor of a new 125 Yamaha, holding the C class lead in sixth overall.

District 37 hotshot Charlie Morris, Jr. (250 Husky), Idaho's Dan Huskey (250 Suzuki), Ogilvie's Baja 1000 co-rider Chuck Miller (Honda 600) and Team Husky's Larry Roeseler (430 Husky) rounded out the top 10.

The racers headed into the first gas at Rasor Road, and then continued their fast-paced run east towards the second gas at Halloran Springs.

Ogilvie continued his reign at the front of the pack and had stretched his lead out to a full 45 seconds as the course crossed Zzyzx Road. Early frontrunner Hunnicutt had fallen off the pace and was back in fifth overall, letting Thomas take over second a scant five seconds in front of the hard charging Ashcraft. Baker had worked his way up into fourth overall, and Morris had pushed past Hallgath to take over fifth.

Some rapid riding after the first gas had finally put the pre-race favorite on the map. Dan Smith, who won B-to-V in 1983 and 1985, was still in bandages after crashing at the Baja 1000 and got off to a slow start that left him stuck back in the dust in the early running. But his bid to take a third win in the event was back on track by the time the pink-ribboned course reached Zzyzx Road and the Team Husky ace had pushed his way up into seventh overall.

Hallgath's 125 screamed across Zzyzx Road in eighth overall, with Baja ace Chuck Miller and another slow-start rider, Team Husky's Garth Sweetland, close behind.

Ogilvie was still in front as riders flashed through the second gas and started a large loop that ran to the east, away from the highway, led through Clark Mountains, then dropped down to gas three at Stateline.

Thomas had cut Ogilvie's lead to 13 seconds as the course crossed Cima Road at the base of Clark Mountains, and was hard on the gas as he started into the steeper section of the race.

Baker had elbowed his way into third overall going into the mountains, just 11 seconds behind Thomas, leaving the Team Husky trio of Ashcraft, Smith and Sweetland to fight it out for fourth place.

Hallgath was showing just what's possible on a 125 in seventh overall, with Don Griewe's Open class Husky making its first appearance among the frontrunners in eighth. Roeseler was still hanging onto ninth overall, with Charlie Morris slipping back to 10th.

With Thomas making up time behind him, Ogilvie was pushing hard as he set out to tackle the Clark Mountain section of the trail. But the Baja champ's hopes of bagging his second big name race this year were dashed when a routine rear flat reportedly developed into a race-stopping problem. His tire apparently came completely off the rim and wound around the motorcycle's swingarm.

"I caught Ogilvie on the pass coming down into the third gas," Thomas told *Cycle News*. "I was making up time on him, but he got a flat tire that destroyed itself and that's when I finally caught him."

PHOTO BY DENNIS GREENE

Mike Baker made it a 1-2 showing for Yamaha by claiming second overall. The California rider finished one minute behind Thomas.

PHOTO BY DENNIS GREENE

SCORE Baja 1000-winner Bruce Ogilvie took an early lead in the B-to-V classic but later dropped out of the race with a flat tire.

With the sidelined Ogilvie reportedly retiring at the third gas, the last section of the race was smooth sailing for Thomas. He cleared Stateline, crossed under the highway, then started the final and toughest leg of the race — a choppy, cross-grain section littered with rocks; it gave the tired riders little chance to relax on their way to the finish line, located near Sloan, Nevada.

Thomas took the checkered flag after more than three hours of grueling, high-speed racing. He finished with a convincing lead of more than one minute over Mike Baker, and took the flag more than two minutes ahead of the first Open bike, piloted by Ashcraft. Hallgath did some low flying in the tighter mountain section to take fourth overall, finishing hard on Ashcraft's heels.

"I can't believe it — I won," a jubilant Thomas said at the finish. "This is the first time I've ever ridden the race, and I thought the course was going to be a lot smoother than it was. It was really rough, especially the last 50 miles, and it was just as fast as I'd expected.

"I had no problems at all — it was a flawless ride," he said. "I didn't crash and I didn't have to work on my bike, which is just as well because my tools fell out of my fanny pack back there somewhere."

With such strong competition from the Husqvarna and Honda factory-sponsored riders, Cliff "Diver" Thomas was the first to agree that his victory was an upset.

Although he had been highly placed in D-37 desert racing as a teenager, Thomas dropped out of racing in 1982. He reappeared on the desert scene after buying a new Yamaha in June of this year, and almost immediately established himself as a force to be reckoned with.

"I think I might have surprised a lot of people with this win," said Thomas. "I'm not one of the big names yet and I only just got my first sponsor. I'm on the Yamaha support team through Montclair Yamaha. I only started racing again back in June, and I think this win shows I've finally got my stuff together."

Baker, who finished second overall despite injuring his wrist in a fall early in the event, said he thought the race would never end.

"That last 45 miles or whatever it was seemed like forever," he said. "And some of the corners weren't marked very well on the Nevada side, but overall the race was great.

"I had some problems at one stage when I got caught in the dust and couldn't see a thing. That's when I went down. It took the wind out of me really quick in that fall."

Today's race was Baker's third ride in B-to-V competition. "Last year I didn't even make it to the bomb, so I'm really happy to be up here in second this time," he said.

Third overall, first in the Open class, went to Dan Ashcraft (Scott/Hi-Point/Pro Circuit/DMC/Dunlop/Troy Lee/Bell Helmets) who was happy to just finish the race.

"God, I finished — I can't believe it," said Ashcraft, a rider who has seen his 1986 season plagued with mechanical difficulties.

"The bike worked so well; everything was great," he said. "My only problem was that we forgot to put the hose back on top of the tank at gas three and I got gassed out in that last section."

Ashcraft said his ride almost came to an end just after the first gas stop.

"Me and Cliff (Thomas) were side-by-side going down the road after the pit and I backed off for a drop off," he said. "Cliff got about a bike length ahead of me over the drop, which put me in his dust and all of a sudden there was a big motorhome coming backwards on the course. I went charging into the bushes on the side of the course trying to miss it; it was pretty close."

Fourth-place Hallgath described the course as "perhaps a little fast for a 125."

"I thought it was a really good course, but it was pretty fast and you have to push hard on a 125," said the Granada Yamaha/Answer/Gaerne/Silkolene/Scott Goggles/Bell Helmets-sponsored Hallgath. "I did not get a very good start — about four kicks — and after that I just had to keep passing people. It was pass, pass, pass all the way."

"The bike was great and I'm happy to be with Yamaha," he said. "They're really going to be getting into desert racing a lot more now."

Smith, who finished fifth overall (second open expert) despite his Baja injuries, was happy with his performance. "I just went for a trail ride," he said after taking the checkered flag. "My aim was just to finish and I think I did just great getting second. I hurt pretty good now though. Maybe I shouldn't have ridden so hard."

Smith said his only problem was getting the big Husky to corner. "Look at my front tire; it's a total baldy," he said. "I'd try to make turns and it just wouldn't work at all."

Husky's Garth Sweetland survived a sixth-gear bail off and rode the last

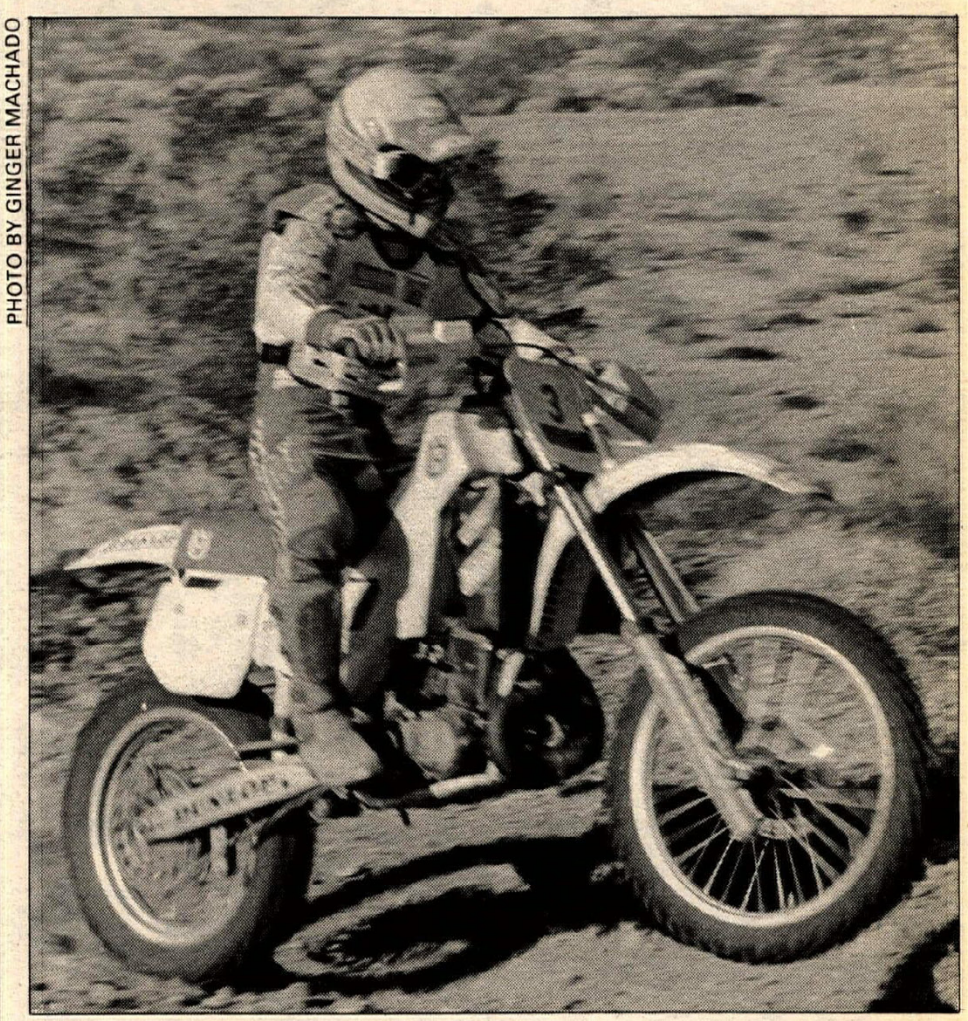


PHOTO BY GINGER MACHADO

Team Husky's Dan Ashcraft had a near miss with a motorhome on the course but still managed to finish first Open Expert, third overall.

PHOTO BY DENNIS GREENE

**B-to-V winner Cliff Thomas searches for the fastest line through the rugged Mojave Desert terrain.**

PHOTO BY GINGER MACHADO

**Team Husqvarna's Dan Smith, winner of last year's B-to-V desert competition, finished fifth overall, second Open Expert.**

20 miles of the race on a rear flat tire to take sixth overall in his first B-to-V attempt.

"My main problem was at the start," said the open expert from Phoenix, Arizona. "I got my usual bad start, one of those two kick things, and then I didn't know anything about the bomb because I got here late and didn't get a chance to practice on it. After a start like that it's catch-up-in-the-dust all the way."

Seventh overall went to Answer/Silkolene-sponsored Don Griewe on a four-stroke Husky, with Smith Goggles/Husqvarna/Acerbis/Autolite/Bel Ray/Hi Point/After Hours Designs-backed Scot Harden taking eighth overall (first in the Vet class).

"This is my first ride since the Baja 500 back in June, so I got tired really quick," said Harden. "Other than that I had fun.

"This is my last ride on a Husky too," he said. "I resigned two weeks ago, so that's it for me after being with Husky for 12 years. I'm going to keep active in racing through and hopefully race some Vet stuff next year."

Ninth overall went to Paul Krause, who told *Cycle News* his Honda 500 still has not learned how to behave on the starting line.

"What do you mean, 'did it start?' Of course it didn't," said Krause. "As per usual, I kicked and kicked and ended up last off the line. I was playing catch up the whole race. I thought that I rode real well, but everything that was out here to get me, got me."

Krause, who thanked Craig Adams of Escondido Honda for lending him the extra rear wheel that got him to the finish after an early flat, grabbed ninth from Eddie Ogden, Jr. just before the finish, relegating the Yamaha 250 pilot to 10th overall.

Grant Palenske (250 Honda) finished 11th overall, followed by Mike McDonald (500 Kawasaki) and Charlie Morris, Jr., who was almost unable to walk after ramming a rock with his foot just after gas three.

Team Husky's Larry Roeseler, who finished 14th overall on a 1987 430 Cross Country, was unhappy with his finish.

"This race is jinxed for me," he said. "I've won every off-road race in the world but I can't win this one. It was lots of little things this time — I got a flat tire and I did the wildest crash of my career, just after the bomb. I don't know what happened but I ended up flying backwards on the bike in a wheelie position.

"The bike ran great and the suspension was great," he said. "It was the first time we've raced one of these in the country."

John Braasch, who rode a 125 Yamaha from Granada Yamaha, finished 16th overall to take second in the C class Expert division, finishing just ahead of 125 Cagiva-mounted Bryan Folks of Las Vegas, who finished 18th overall.

First in the Senior class went to Richard Jackson in 29th overall. His closest rival in the Over 40 division, Dick Myer, finished 55th overall.

The Super Senior class was won by Curt Horst in 76th overall, with Jim Main taking second in 117th overall.

The first woman rider to cross the finish line (140th overall) was Dana Bell on a Yamaha IT200. Bell also took overall honors in the Women's class at last year's B-to-V.

"It was just flat and fast, and there weren't enough rocks," Bell said. "I'm an enduro rider so I'm used to technical stuff. I prefer riding enduros but this race is important because it represents our right to ride in the desert. It's so prestigious just to ride B-to-V, and to finish it is great. There's only one B-to-V."

The first novice rider to take the checkered flag was SoCal M.C.'s Ken Rieger, who brought his Honda 500 home in 109th overall; it was his first B-to-V race.

"It was easy compared to the regular hare and hounds we have in D-37, but I wish they'd put the last section first," said Rieger. "I was sore by then and it was so rough I had a hard time hanging on.

"I got a three-kick start but I was still first one to the bomb. I couldn't figure out why everyone was going so slow," said Reiger, who expects to be bumped up to the Amateur ranks any day.

"I hope they bump me up," he said. "I want to start with Smith and them. I finished 109th overall today so I must've passed about 700 guys. I'd like to see what I can do starting on the front row."

In the Beginner class, the win went to motocross rider Darren Davenport, who was riding a 490 Yamaha in his first-ever desert race.

"I had a great time and I'd like to be back again next year," said the rookie desert racer. "But I'll set my bike up a bit better next time."

The second rider to cross the beginner finish line at Stateline was Yamaha-mounted Doug Huston. ●

## Results

OVERALL: 1. Cliff Thomas (Yam); 2. Mike Baker (Yam); 3. Dan Ashcraft (Hus); 4. Eric Hallgath (Yam); 5. Dan Smith (Hus); 6. Garth Sweetland (Hus); 7. Don Griewe (Hus); 8. Scot Harden (Hus); 9. Paul Krause (Hon); 10. Eddie Ogden (Yam); 11. Grant Palenske (Hon); 12. Mike McDonald (Kaw); 13. Charlie Morris (Hus); 14. Larry Roeseler (Hus); 15. Ron Lawson (Hon); 16. John Braasch (Yam); 17. Curt Crandall (ATK); 18. Daryl Folks; 19. Jim Fishback (Hon); 20. Mark Zoller (KTM).

OPEN EX: 1. Dan Ashcraft (Hus); 2. Dan Smith (Hus); 3. Garth Sweetland (Hus).

250 EX: 1. Cliff Thomas (Yam); 2. Mike Baker (Yam); 3. Eddie Ogden (Yam).

125 EX: 1. Eric Hallgath (Yam); 2. John Braasch (Yam); 3. Bryan Folks (Cag).

VET OPEN EX: 1. Scot Harden (Hus); 2. Jim Fishback (Hon); 3. Tom Webb (Hus).

VET 250 EX: 1. Ken Carpenter (Hus); 2. Dan Bernardino (Yam); 3. Rick Buckendorf (Mai).

SR OPEN EX: 1. Richard Jackson (Hus); 2. Dick Myer (Hon); 3. Steve Thompson (Yam).

SR 250 EX: 1. Larry Gordon (Kaw); 2. David Kersting (Kaw); 3. Earl Shuler (Yam).

OPEN AM: 1. David West (Hon); 3. Kirk Kovaleff (Hon).

250 AM: 1. Darrol Taylor (Hus); 2. Darren Schmidt (Yam); 3. Andy Nelson (Hon).

125 AM: 1. Frank Chase (Kaw); 2. Ron Jennings (Hon); 3. Mark Kariya (Cag).

VET OPEN AM: 1. Steve Garner (Hon); 2. Timothy Turner (KTM); 3. Steven Mitchell (Yam).

VET 250 AM: 1. James De Gaine (Kaw); 2. James Artz (KTM); 3. Ken Bunting (Yam).

SR 250 AM: 1. Bill Rogers (KTM); 2. Pete Markese (KTM); 3. Frank Vancil (Yam).

OPEN NOV: 1. Jim Vancil (Hus); 2. Mark Haber (Hus); 3. Jesse Anders (Hus).

250 NOV: 1. Glen Flores (Hon); 2. Jim Harris (Kaw); 3. Steven Marsee (Yam).

125 NOV: 1. Chase Bankhead (Yam); 2. Lowell Martin (Hon); 3. Freddie Harris (Kaw).

VET OPEN NOV: 1. Dave Gordon (Hus); 2. Mike McKeever (Hus); 3. Larry Kunkel (Hus).

SR OPEN NOV: 1. Rick Leffler (Hus); 2. Les Oldenbrook (Hus); 3. Bill Bantau (Cag).

SR 250 NOV: 1. Terry Talley (Yam); 2. Jack Munger (Kaw); 3. Warren Record (Hus).

SR OPEN AM: 1. Hal Blankhead (Hus); 2. Raymond Brindos (Hon); 3. Mike Condit (Hon).

OPEN BEG: 1. Darren Davenport (Yam); 2. Mark Scott (KTM); 3. Kurt Seaman (Hon).

250 BEG: 1. Bill Lifshin (Yam); 2. Chris Swanson (Yam); 3. Scott Tooman (Yam).

125 BEG: 1. Doug Huston (Yam); 2. David Ondas (Yam); 3. Michael Kern (Hon).

VET OPEN BEG: 1. Russell Boyd (ATK); 2. Alfred Cunningham (Hus); Bill Hisey (Hon).

VET 250 BEG: 1. Ray Grupp (Kaw); 2. Ronald Nunnally (Yam); 3. Craig Armbruster (Yam).

SR OPEN BEG: 1. Mike Braswell (KTM); 2. Shelley Channel (KTM); 3. Timothy Munrde (Hon).

SR 250 BEG: 1. Carl Metler (Hon); 2. Gary Webb (Hon); 3. Bill Solt (KTM).

SUP SR EX: 1. Curt Horst (Yam); 2. Jim Main (Hus); 3. George Walker (Hon).

SUP SR AM: 1. Dave Hutchens (Yam); 2. Bob Burch (Hus); 3. Bill Mitchell (Yam).

SUP SR NOV: 1. Tom McKay (KTM); 2. Leroy Miller (Hon); 3. Bob Hodgson (Hon).

WOMEN EX: 1. Dana Bell (Yam); 2. Lori Farmer (Hon); 3. Jerilynn Posnoff (Yam).

WOMEN AM: 1. Michelle Steinmetz (Kaw); 2. Lisa Bonacarti (Kaw); 3. Debbie Levi (Yam).

WOMEN NOV: 1. Jean Hetherington (Hon); 2. Lori Bortree (Suz); 3. Toni Givant (Hus).

# TEN YEARS AGO

The $2000 AMA indoor short track held in Detroit's State Fair Coliseum saw **Randy Goss, Garth Brow** and **Steve Elo** take the top three Expert places while **Bob Decker** topped the Novice final.

The Trans-USA Series ended in Phoenix, Arizona with Americans **Bob Hannah, Gaylon Mosier** and **Tommy Croft** taking the top three positions in the final race. Hannah put together a 1-2 tally to top Mosier's 2-3 and Croft's 9-1. The final standings, however, had **Roger DeCoster** on top followed by **Brad Lackey** and **Jimmy Weinert**. In the 250cc Support class, **Rich Eierstedt** beat **Danny LaPorte** and **John Savitski** to take the championship.

**Larry Roeseler** won the Adelanto Grand Prix in Adelanto, California on his 360cc Husqvarna after inheriting the lead from **Goat Breker**. Breker led early until his bike seized. Second place went to **Max Eddy** with **Morgan Malocco** rounding out the top three.

The Lester Wheels endurance team of **Lang Hindle, Frank Mrazek, Derek Mitchell** and **Denny Laidig** survived freezing cold and wind swept sandstorms to win the WERA 24-hour endurance race at the Las Vegas Speedrome. In sprint racing action, **David Emde** won every class he entered with wins coming in the 250, 500cc and Open GP classes. **Tony Murphy** won the 750cc Cafe class and the 750cc Production class.

One of the changes that came during the FIM Congress in Geneva, Switzerland, was the changing of the point scoring format in World Championship events. Beginning in 1977 all events within the series would count toward the final standings; previously a half-plus-one formula was used.

Kawasaki announced that it would not field an official road race team in 1977. The company stated that only motocrossers **Jimmy Weinert** and **Gary Semics** would be racing for the company and that effort would not be out of the racing department.

**Marland Whaley** won the Black River National Trials in Blain, Michigan, and in doing so clinched the National Championship title. Whaley beat **Joe Guglielmelli** and **Don Sweet** in taking the win.

Husky-mounted **Dave Lipovsky** won the 4th Annual Turkey Creek Enduro in New Paris, Indiana, for the second consecutive year after beating **Don Scharphorn** and **William Dean**.

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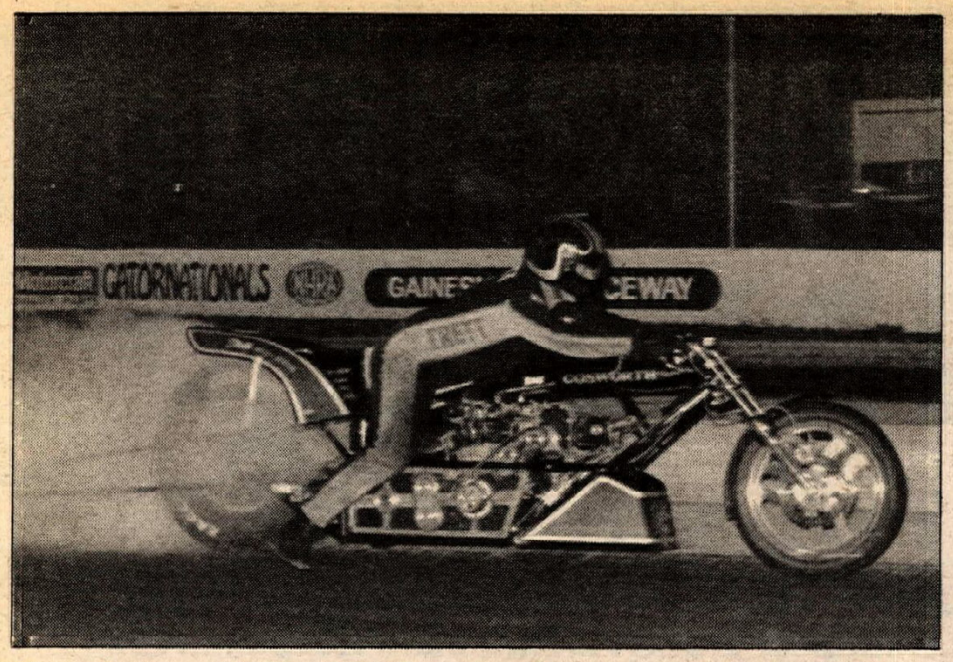
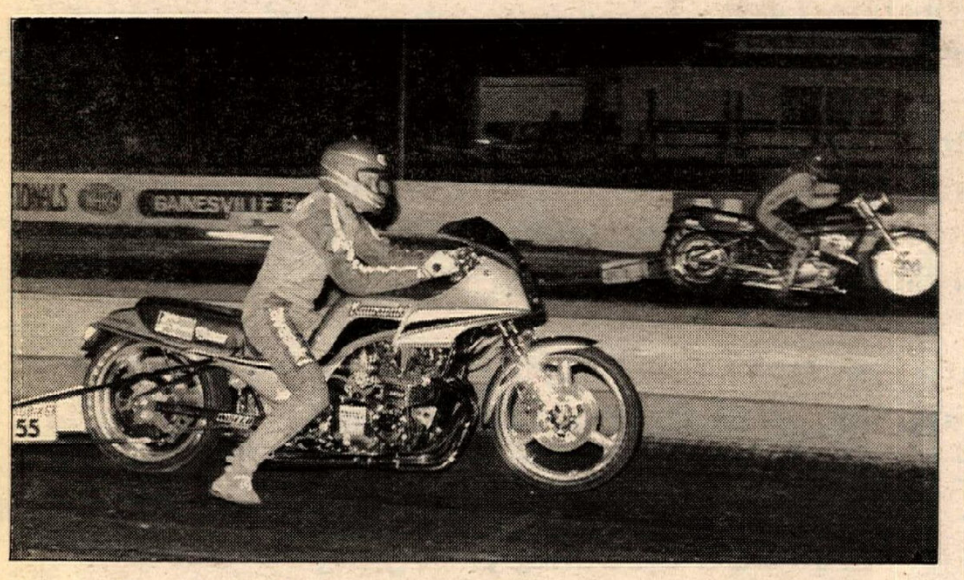
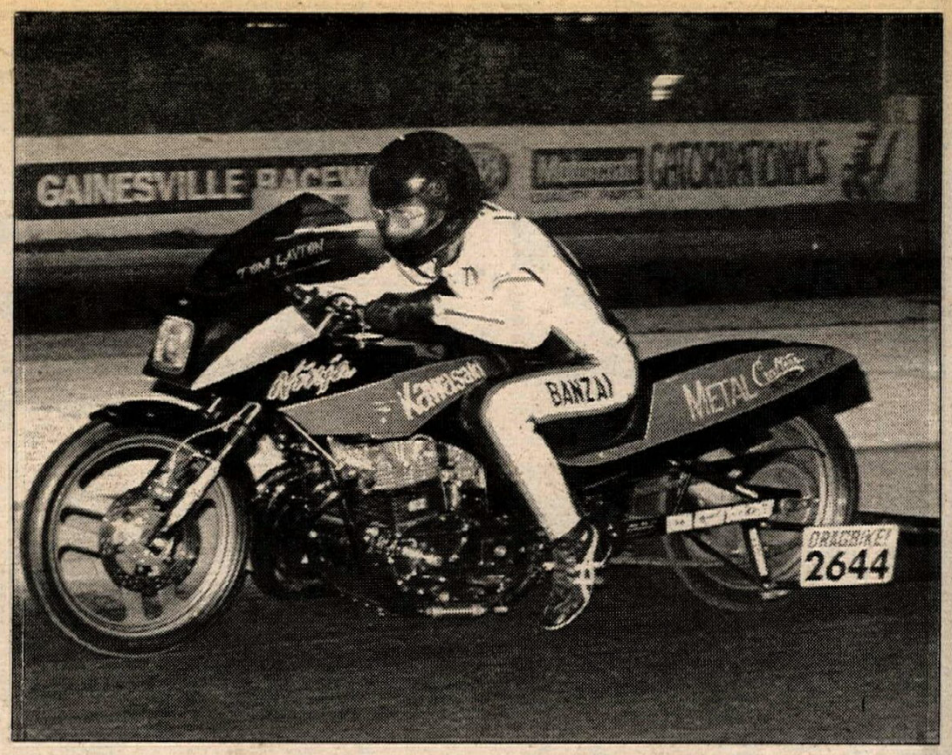



Elmer Trett qualified at 199.11 mph and went on to win the final over Mark Miller. The win gave Trett the Top Fuel number one plate.



George Bryce, in the far lane, narrowly edged Dave Schultz, near lane, in Pro Stock. Bryce's reaction time earned him the win.




Pro Gas competition saw Tom Layton and his Kawasaki down Roy Hagadoorn. Layton turned in a 9.24 run to top Hagadoorn's 9.26.

## Dragbike National Championship Drag Race Series: Final round

# Gainesville wins to Trett, Bryce

**By Tom Loughlin**
GAINESVILLE, FL, NOV. 15-16

The 9th Annual Dragbike USA National Finals at Gainesville Raceway featured action that was hotter than ever. Special attention was paid to the Top Fuel class as the meet would determine the number one plate holder in that class after the most competitive Top Fuel season since the sport's inception.

Sixteen entrants tried to make the select eight-man field and some of the great names in the sport had to sit out the contest—names like Larry McBride, Mike Malone, Phil Jiminez, Chris Hand, Terry Stonecipher and Duke McDonald. And it took two qualifiers breaking—the Mr. Turbo Hofmeister and Larry Hayes—to get the world's quickest motorcycle, the 6.98 second machine of Mark Miller, into the field along with hometowner Roland Stuart.

Super field? Sure, 7.23 low ET for Elmer Trett at a record 199.11 mph.

In round one, Trett took out Bobby Feeler with a 7.56/192.30 as Feeler's Kawasaki broke. Next, Rusty Quesenberry's Star Cycle turbo pulled a tremendous upset and beat defending champ Bobby Baker's turbo in an off-pace test, 8.44 to 8.47. Stuart's winged Suzuki then knocked out Charles Israel's turbo, 8.15/177.16 to 8.46/108.04, and Miller on the Brunson Miller/Lundquist/Bill Hahan prepped machine returned to winning form with a 7.42/182.55 win over the new Kevin Tooma entry which was trailered after turning in a losing 7.79/180.00.

Round two saw Trett top Stuart, 7.427/192.71 to 7.98/182.18, and then Miller earned his way into the final against Trett with a 7.58/180.36 win over Quesenberry, who clocked in at 8.001/161.87.

The stage was set. Miller had to beat Trett to win the number one plate. Miller's terrible qualifying effort, ninth in the 16-man field, and Trett's fast qualifying effort had given Trett a 70-point lead at the event, and his speed record of 199.11 added 75 points to his total. The two were even on rounds won going into the final and Miller went to the line with a 25-point lead over Trett, but needing the victory to hold him off. Had Miller duplicated his best Gainesville Saturday night time in qualifying (a 7.19), he would have topped the field in qualifying and completely shut Trett out of the title picture.

Miller's tale of woe is nearly beyond belief. On Saturday morning, the world's quickest motorcycle and race team came to the track "on the hook" as their motorhome and trailer conked out on the way to the track.

That was only the beginning of their troubles.

With a totally new combination, Miller came to the line on his first qualifying shot and blew a rear tire, crashed into the guardrail and damaged the machine slightly.

His best effort Saturday was an 8.23, good for seventh position that night. But that didn't last long as the team came to the track on Sunday with nitro deleted from the turbo's diet to compensate for less than ideal traction caused by the cold temperatures during the Saturday night session. Well, to make a long story short, the car runs the previous night had beaten the track into a really good bite situation and Miller came up short on power. Several others had left their machines alone and they qualified the Miller's BML machine right out of the program. But as mentioned, two machines broke and Miller made the program.

BML team boss Fred Brunson said, "Well, we usually qualify number one, then lose. This time we've qualified so lousy that we're going to win."

Brunson was nearly right, but a red light in the final capped Miller's trying weekend and sealed the number one plate for Trett. Holding nothing back, Trett boomed to a 7.54/196.93.

Twenty-three Funnybikes took their best shot at Gainesville and 18 survived to report for the first round of the all-run contest. In the final, Neil Lane took the win over Pete Barnhart, 8.033/161.29 to 8.15/164.83.

Red hot qualifying and record-setting performances by Dave Schultz and Mike Keyte highlighted early Pro Stock action, but Superbike Mike broke two rockers upon firing up for round one and retired, heartbroken, from the meet.

After Keyte's retirement, the class competition turned into a Dave Schultz/George Bryce show. In the final, Bryce knocked the tree down on the gate job, topping Schultz .436 to .525 in reaction time. The pair then ran down the quarter-mile strip as if they were tied together and when they flashed through the finish line lights, Bryce had won with his slower 8.41 (8.848 total) and 157.61 topping the 8.33 (8.858 total) and 159.85 of Schultz. You can't get much closer than that!

The Pro Competition class, which pits nitro Harleys against big-inch Japanese gas cammers with carbs, was won in a most unusual way by a Harley ridden by Sonny Michalowski. John Sachs cruised to the win in the final at 8.43/153.06 after Michalowski got sideways on his launch and crashed into the concrete guardwall. But due to a misunderstanding by Sachs, regarding engine size in Pro Comp, his machine was disqualified, and the win given to Michalowski—rubber side up.

Mick Bengert boomed to a stunning 8.40/151.51 to win the Pro Dragster final over Bill Furr's 8.61/147.05.

The Pro Gas win went to Tom Layton over Roy Hagadoorn, 9.24 to 9.262.

The no wheelie-bar Pro Street class was topped by the new National number one plate holder Kenny Williams. Williams downed Mark Conner in the final, 8.61/161.29 to 9.38/141.28.

Mike Hodge took the Super Gas win back to the Precision Cycle Works shop in Miami, edging out Bob Sinclair. Hodge's winning numbers were 10.22/118.

Competition Eliminator's final had two teammates, Jim Haulser and Andrew Rosamilia of Hausler Engineering, facing each other. The win went to Hausler with a superb 9.18/142.40 to Rosamilia's 9.94/131.19.

Eighty-seven machines responded to the first call in ET Bracket racing and topping the field was hometowner "Rapid" Roy Johnson. Johnson took all the marbles home with a 9.77/125.34 over runner-up Bob Pellegrini's off-pace 10.75 on his 10.49 dial-in.

Production Eliminator's number one plate went to Dan Laginestra even though he finished second to the Harley 883 Evolution Sportster of Jim Foust. Foust's performance on the Action Cycle Works/Fisher H-D entry was a record-setting one as he turned in a 14.49/83.87 winning run while Laginestra and his Honda 700 turned in a 13.42/100.44. ●

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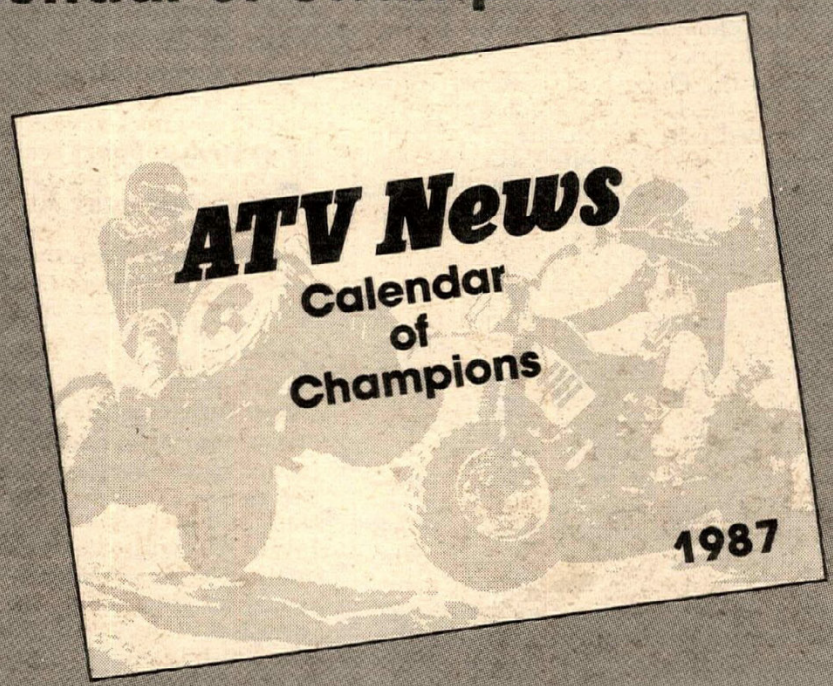


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## AMA/Wiseco/Suzuki 100 Mile Hare Scrambles Series: Final round

# Fireball 100, title to Ed Lojak

**By James Derek**

TARENTUM, PA, NOV. 2

Team Husqvarna's Ed Lojak captured the series title with the overall win at the Fall Fireball 100 in Tarentum. The Smith Goggles/Metzeler/Bel-Ray/Autolite/Hi-Point-backed hometown rider came into the final race of the nine race series needing a win to beat out Husqvarna teammate Mark Hyde and Australian Can-Am pilot Geoff Ballard in the complicated best five-of-nine points breakdown. But with Hyde in self-exile with injuries and Ballard now at home Down Under, Lojak took command of the finale early and eased to the title.

Also claiming titles were Stan Lojak in the Open A class, Ben Hamrick in the 200cc A ranks, Four-Stroke class rider Scott Summers, Henry Stankiewicz in the Senior A division, and Harry Greenlee in the Super Senior class.

Amateur division champions included Senior B rider Joe Hull, Robert Ellis in the Open B pack, 250 B winner Gig Roach, and Forrest Stark in the 200cc B class. All of the Amateur division winners will be eligible for the drawing for a brand new Suzuki RM250 to be given away at the Cross Country Awards Banquet in January.

Class winners in the season finale included Lojak's overall and 250cc A class victory, Stan Lojak in the Open A ranks, Hamrick in the 200cc A class, Stankiewicz's Senior A class win, Carey Stump in the Four-Stroke division, Rich Carr in the Super Senior class, Open B winner Bob Ellis, Roach in the 250cc B class, Senior B victor John Kubli, and 200cc B winner Stark.

The nine-mile long Fireball course was thought by many of the riders to be the best of the series. Steep rolling hills lined with tight woods, dropping into numerous creek crossings and river bottom trails, where approximately 3000 fans watched, made the race exciting throughout the day.

Even more exciting was the fact that deer season opened the day before, and just about every participant wore his brightest gear voluntarily. No one was bagged, although a teenage girl was lost in the bush until 9 p.m., three and a half hours after dark. Like a Hollywood happy ending, the girl was found by Tarentum's favorite son — you guessed it — Ed Lojak.

Lojak's day was not a bed of roses entirely. After fighting off a determined Stan Lojak for seven laps, the leader trashed his Husky's pipe and considered a time-consuming pit stop. But upon learning that the other Lojak had injured his hand a lap before, Eddie decided to rough it out with the faulty exhaust. Following Lojak home in the overall column were a surprising Duane Conner, Stan Lojak, KTM-mounted Bob Elliott, and Morgantown, West Virginia's Tom Harris, who broke into the top five overall for the first time this season.

With Summers having clinched the title at the Big Bear in October and electing not to ride the Fireball, the Four-Stroke class appeared to be up in the air. But Kentucky's big Carey Stump brought the house down on his ultra-loud Can-Am. The first lap saw Stump two full minutes ahead of the other boomers, and by the end of the day his lead was 17 minutes. This meant that Stump covered one more lap than anyone else in that class and he also earned ninth in the overall tally. Amos Bennett and David Hall, Yamaha and Can-Am mounted respectively, went two-three. Bennett's runner-up spot ensured him second overall in the series.

In the Senior A class tilt, Fireball fans were treated to the usual good show provided by New Jersey's Stankiewicz and Scott Wolfersberger. Throughout the year the two trail partners have taken turns at the front of the class, with Stankiewicz winning four of the previous events while Wolfersberger carded four seconds. The Fireball went much the same way. Wolfersberger took the early lead with Stankiewicz attached to his rear fender until taking the lead on lap four. Stankiewicz slowly opened the gap on lap seven after Wolfersberger played a close game of follow-the-leader to that point. Jim Wojanis grabbed third for the day.

Roach dueled with Marty Daubert in the 250cc B class for several laps before pulling away for the win on his Kawasaki. But further back David Molnar was turning heads. After rounding lap one a full six minutes behind the leader in 33rd place, Molnar began blowing by riders at an amazing rate until finally on the seventh lap he passed Daubert for second. Roach was long gone out front, but Molnar's comeback earned him a well-deserved second and the tie-breaker advantage in the points standings after having deadlocked with Harold Nicholson for second behind Roach. Nicholson's third was his best series finish to date.

Stark's 200cc B class win gave him the distinction of being the only rider to win five class events throughout the series, but his last win was probably the toughest yet. Stark battled all day long with Kawasaki-mounted Ray Niebel. The KX pilot led Stark's Yamaha for four laps before the soon-to-be champ got by. Niebel stayed right in the hunt all the way to finish and crossed the line just 20 seconds behind Stark. Third on the day went to series runner-up Larry Cooley with Craig Jones and Glenn Schafer rounding out the top five.

The Fireball proved to be extremely important to the Senior B class ratings. With Hull having clinched the title in the Big Bear, the other top five spots were up for grabs. Just three points separated Richard Scott, Donald Stanley, and Jimmy Vandenberghe going in, and things got even closer when somehow all three ended up trailing the pack after the first circuit. With winning the event out of the question, survival became a goal for each. Up front John Kubli was guiding his KTM to the early lead and eventually the win. James Nickolopoulos gained second when Allen Wilber cashed it in after running second until the seventh lap. A 10th place finish by Stanley meant that the three-way tug-of-war over second was his, while Vanderberghe and Scott went 3-4 on a tie-breaker.

Richard Carr used a three minute advantage earned on the first lap to beat out promoter/racer Dave Coombs in the Super Senior class. All afternoon long Coombs tried to make up the disadvantage on the leading Kawasaki, but at the checkers it was still three minutes. Greenlee took the series title with Roger Rhoades second and Charles Galbraith third. Coombs' second also meant that the team championship (three man teams designated at the first race in Florida this past March would combine scores after the finale for the team championship) would go to the Stankiewicz/Wolfersberger/Coombs trio with Hamrick/Stark/Bennett second and Lojak/Lojak/Lojak third.

In the Open B class Robert Ellis took the lead early and was never headed as he raced to the win and the title. The complicated scoring table allowed Ellis to move by series leader John Vincent who nailed down second on the day after starting 23rd. Having already turned in five scores, Vincent needed only to better his tally. But Ellis' surprise win overturned the top of the charts and he won the title by four points when his five best were added together. Russ Geneway's third on the day pushed him by Jeff Barnhart for third in the standings.

Lojak's win in the 250cc A class was pretty much expected, but Conner's second attracted just as much attention as the victor. Conner, who hails from nearby Washington, Pennsylvania, and prefers Yamahas, started towards the front early and held his own throughout the day. Elliott finished three minutes behind Conner for third with David Santi and Jeff Murgel fourth and fifth.

The other Lojak winner, Stanley, earned his trophy more than any other participant. Stan chased Eddie for seven full laps before suddenly falling off the pace and eventually losing second overall to Conner. It was later learned that he had broken his hand. Applause for him at the trophy presentation was loud, long, and well-deserved. Tom Harris, Rob Toole, and Kurt Bowman followed Lojak in the Open A results.

Dry Fork, West Virginia's Ben Hamrick won the 200cc A race and title after holding off Donald Bigley for the length of the season. Bigley earned second on the day by finishing just two minutes behind Hamrick, last year's 200cc B champ. Mike McCarren was third at Fireball but Kent Stanley took the third place series spot with a fourth in the Fireball. •

### Results

OVERALL: 1. Ed Lojak (Hus); 2. Duane Conner (Yam); 3. Stanley Lojak (Yam); 4. Bob Elliott (KTM); 5. Tom Harris (Yam); 6. David Santi (Yam); 7. Jeff Murgel (KTM); 8. Richard Dresic (Hon); 9. Carey Stump (C-A); 10. Paul Lemon (Kaw).

OPEN A: 1. Stanley Lojak (Yam); 2. Tom Harris (Yam); 3. Rob Toole (Suz); 4. Kurt Bowman (KTM); 5. John Rutherford (Hon).

250 A: 1. Ed Lojak (Hus); 2. Duane Conner (Yam); 3. Bob Elliott (KTM); 4. David Santi (Yam); 5. Jeff Murgel (KTM).

200 A: 1. Ben Hamrick (Yam); 2. Donald Bigley (Yam); 3. Mike McCarren (Yam); 4. Kent Stanley (Kaw); 5. Mark Siford (Kaw).

SR A: 1. Henry Stankiewicz (Hus); 2. Scott Wolfersberger (Kaw); 3. Jim Wojanis (Yam); 4. Ed Brailsford (KTM).

4-STRK: 1. Carey Stump (C-A); 2. Amos Bennett (Yam); 3. David Hall (C-A); 4. Mike Dinger (Hus); 5. Kevin Townsend (Hon).

SS: 1. Richard Karr (Kaw); 2. Dave Coombs (Hon); 3. Jon Johnson (KTM); 4. David Mitchell (KTM); 5. Charles Hawk (Yam).

OPEN B: 1. Bob Ellis (Yam); 2. John Vincent (Hus); 3. Russell Genaway (Yam); 4. Steve Zatezalo (Hus); 5. Marty Strouse (Hus).

250 B: 1. Gig Roach (Kaw); 2. David Molnar (KTM); 3. Martin Daubert (Hon); 4. Albert Swager (Kaw); 5. Daniel Sagath (Yam).

200 A: 1. Forrest Stark (Yam); 2. Raymond Niebel (Kaw); 3. Larry Cooley (Kaw); 4. Craig Jones (Yam); 5. Glenn Schaffer (Kaw).

SR B: 1. John Kubli (KTM); 2. James Nickolopoulos (Yam); 3. Alan Wilber (Hus); 4. Charles Lester (Yam); 5. Bill Arnold (KTM).

FINAL SERIES POINT STANDINGS: 1. Ed Lojak (Hus); 2. Geoff Ballard (C-A); 3. Mark Hyde (Hus); 4. Stan Lojak (Yam); 5. Fred Hoess (Hus); 6. Kevin Hines (KTM); 7. Bob Elliott (KTM); 8. Tony Hendon (Yam); 9. Ben Hamrick (Yam); 10. Harry Stankiewicz (Hus).

PHOTO BY MICHEAL ROSS

Robert Naughton at Canyon Rcwy.

## Tower tops Canyon MX

**By Michael Ross**

PHOENIX, AZ, NOV. 9

Honda-mounted Kris Tower proved to be unbeatable at Canyon Raceway today with double moto wins in the 125cc Novice Stock and Modified classes during round two of the Arizona MX Round-up Series. Tower easily won moto one of the Stock division ahead of Young Cycle Supply-sponsored Chip Young. Young, in only his third race since moving up to the 125s, led Kawasaki rider Brent Hutton across the finish line.

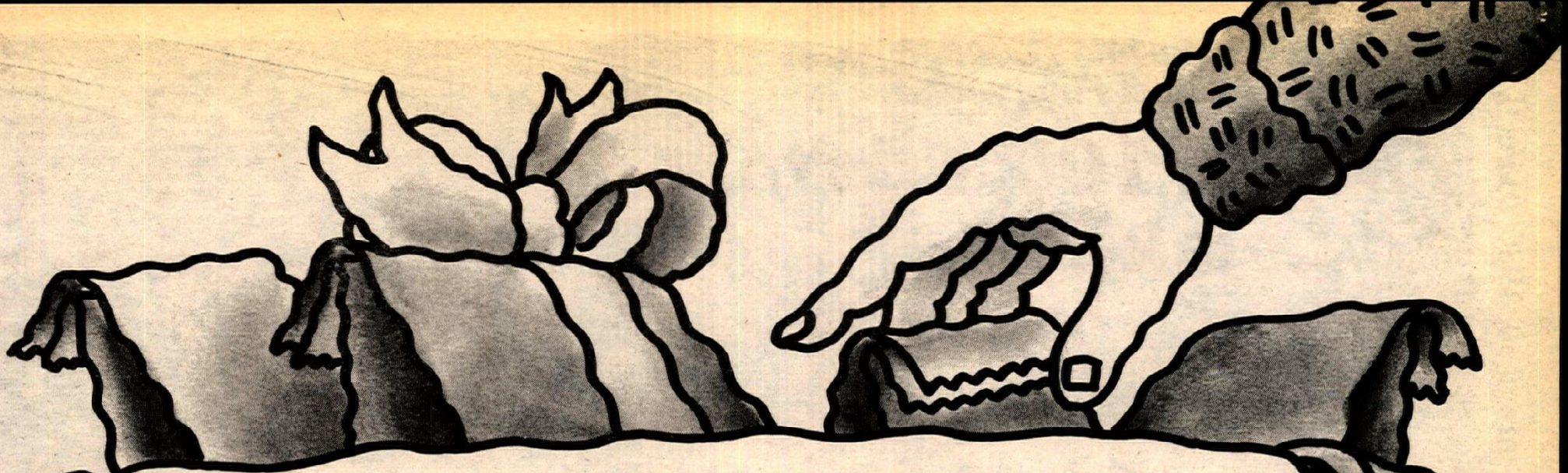
Young holeshot moto two and led two laps of the six-lap moto but Tower drew a lead on Young and motored past. Young stayed close, but it was Tower taking the win and the overall. Tracy Reeves scored a third overall with his 4-3 tally.

The 125cc Modified division saw Reeves, Young and Tower meet again. Tower gated perfectly and steadily pulled away from the pack. Reeves and Young battled for five laps, but Young took over second place on the last lap. Reeves low-sided in sight of the finish line and struggled to restart his bike as third-place Brent Hutton approached. Hutton tangled with Reeves and severely twisted his ankle. Tracy restarted and took third, but Hutton's day was over.

Moto two was all Tower. He blasted into the lead and ran away from Reeves and Young. Reeves finished in second, but was disqualified handing second overall to Young.

Robert "Fig" Naughton and Brian "No Doubt" Pryor were the stars of the Expert Sweepstakes and the two quickest men on the track all day. Pryor led moto one briefly, but Naughton zapped him on lap two of the 11-lap moto. Pryor was glued to Naughton's rear fender as the leaders motored away from third place Billy Carlson. On lap five Pryor made a last ditch effort to pass Naughton when "The Fig" was slowed by traffic but to no avail. Naughton gassed it up to a 10-second advantage at the checkered flag.

A determined Pryor holeshot moto two and led Naughton for seven laps. Carlson was stuck in third. Naughton got desperate on lap eight and was all over Pryor; Pryor bobbled and Naughton was past for good. •



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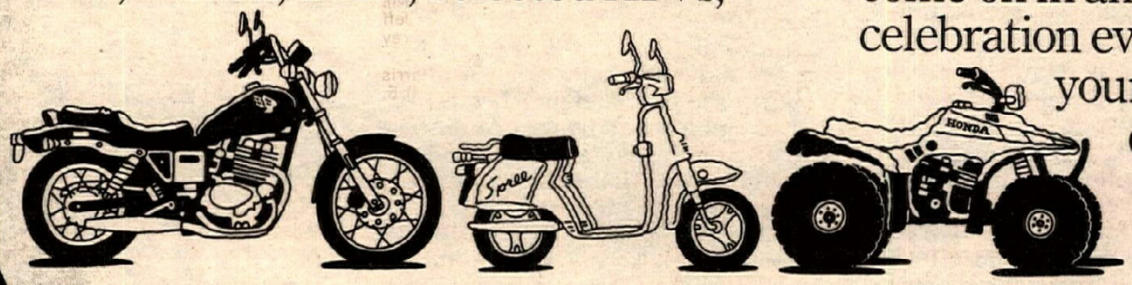


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Barry Carsten (4) leads Emery Anden (45) and Henry Dorschug (37). Carsten finished fourth in both rounds of the doubleheader.

# Bellora, Waddington score in Long Island AX doubleheader

**By James Derek**

NASSAU, NY, NOV. 14-15

Honda-mounted Dickie Bellora and Joe Waddington each scored a win at the Nassau Coliseum on Long Island in the World Sports/AMA/USHRA Arenacross Championships. Over 30,000 fans turned out for the two-night event to cheer on the riders in the final round of the 1986 series, and with the final top 10 riders being treated to a Bahamas cruise the first weekend in December, the action was intense.

Bellora's Friday night win came after a race-long battle with Waddington and Dave Coombs, who was returning to the series after a two-month injury-induced layoff.

Bellora appeared to have a shot at the Saturday finale as well, but a collision with second place Fred Andrews left him out of contention. Waddington picked up the slack and held off Emery Anden and Tim Coombs to the checkers.

With Mike Bias having clinched the Arenacross title in Richmond two weeks earlier, spots two through 10 were up for grabs. Another consistent weekend of top five finishes allowed New Jersey's Barry Carsten to make up a 12-point deficit on second-ranked Andrews to capture the number two position by a scant one point. Bellora also made some waves in the ratings, jumping three spots past Tim Coombs, the injured Jeff Glass, and Davey Coombs. O'Neal's Brian Stanley, Answer-backed David Hand, and Kawasaki-mounted Brian Carroll will also be on deck for the banquet cruise as they rounded out the top 10.

Friday's program got underway with qualifying as Ohio's Andrews opened the action with a first heat win. Andrews, who is headed to Europe along with Bias for some oversea's hardcross before the '87 Arenacross Series opens, was challenged by super-fast New Yorker and National number 39 Kurt McMillen. The two pulled away from Stanley and Waddington early and proceeded to leap and lap their way to the flag.

Heat two was all Bellora, who was participating on a Honda for the first time ever. Anden was an early threat, as was Tim Coombs, but by the end of the race it was Bellora alone out front, followed by Hand, Davey Coombs, and Tim Coombs.

After some ATV racing the final was set to go, and off the gate it was McMillen and Andrews in the lead. But in turn two they collided and went down in a heap, along with a few other riders. Bellora and Waddington got around the traffic jam on the outside and led fellow survivors Brian Carroll, the Coombs brothers, and Anden on lap one. Bellora looked comfortable in the lead as he mastered the front straight double-then-triple jumps.

As Bellora continued to lead Waddington, both were suddenly passed by a flying McMillen, who was busy trying to unlap himself after the turn two mishap. McMillen succeeded and then some, reworking his way back through the field and all the way to eighth. Bellora was now stretching his lead over Waddington up front, but on lap four AXO-sponsored Davey Coombs stuffed the New Englander after the triples and scooted into second. Also moving up was Yamaha-mounted Carsten, who was now fourth. As the race wore down Coombs continued to stay close to Bellora, and when the leaders hit a string of lappers with three laps left, Coombs had his chance. But Bellora crested the triples way to the outside and flat-traded it around everyone to hold his lead. When the checkers finally fell it was still Bellora first with Coombs, Waddington, Carsten, and Hand rounding out the top five.

Saturday's qualifying saw Andrews and new pre-race favorite McMillen take heat wins, while top guns Bellora, Anden, and Hand were forced into the consolation round. But all three made it and a super fast field was set for the final.

Anden led the charge into turn one with Andrews, Bellora, Waddington, and Tim Coombs following. McMillen again had difficulty completing the first lap and rounded the green flag ninth.

It took Bellora two laps to get by Anden and take the lead, but Anden kept up the pace and attached himself to the leader's fender. Andrews was also on the gas, and he hounded the runnerup until the halfway mark. Andrews then made a pass stick and picked up the chase of Bellora.

For three laps the two Hondas stayed wheel to wheel, but while landing off of the triples Bellora's front end washed out and he rolled across the track — directly in front of a landing Andrews. For the second night in a row Andrews was out while running second.

Anden found himself again in the lead with just three laps to go, but Waddington had other ideas. A smooth inside-outside pass gave Waddington the lead with a lap and a half to go, and that's the way they finished. Third place went to Tim Coombs with Carsten, McMillen, and Hand following.

After the 125cc final the Coliseum hosted a World Sports team race as New York hosted Pittsburgh. Each team sent out five riders, one of which wore a points jersey. Whichever club's pointsman crossed the checkered flag would take the win. Tim Coombs, riding against Pittsburgh for the first time, got the nod as pointsman for New York while Bellora wore the colors for the visitors.

Off the line it was Bellora in the lead as Andrews and Stanley stacked up Coombs for Pittsburgh. Things started to get a little out of hand when New York's John Franko and McMillen began doing some serious blocking on Bellora as Coombs continued to be hounded by the notorious Andrews.

Finally, with a corner to go, New York's Carsten pushed Bellora to the outside as Andrews drove Coombs to the banners as well. Coombs T-boned the stalled Bellora and both went down hard and came up swinging. The on-track scuffle turned into a free-for-all. With officials trying to stop the brawl and the roars from the jam-packed stands deafening, Coombs found his way to his bike and raced out of the struggle for an extremely exciting New York win. •

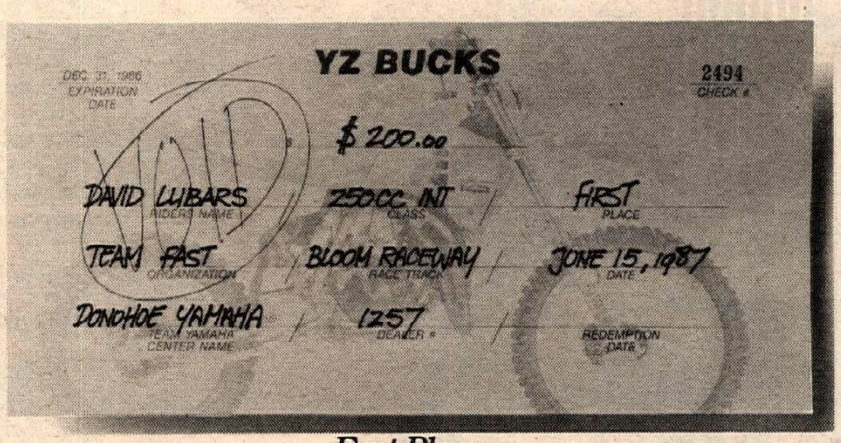
## Results

125 (FRIDAY): 1. Richard Bellora (Hon); 2. Davey Coombs (Hon); 3. Joe Waddington (Hon); 4. Barry Carsten (Yam); 5. David Hand (Hon); 6. Emery Anden (Hon); 7. Brian Carroll (Kaw); 8. Kurt McMillen (Hon); 9. Tim Coombs (Hon); 10. Brian Stanley (Hon).

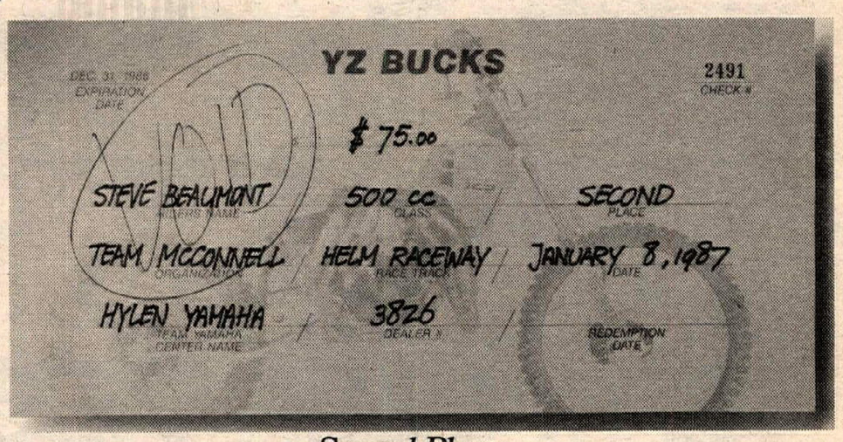
125 (SATURDAY): 1. Joe Waddington (Hon); 2. Emery Anden (Hon); 3. Tim Coombs (Hon); 4. Barry Carsten (Yam); 5. Kurt McMillen (Hon); 6. David Hand (Hon); 7. Davey Coombs (Hon); 8. Brian Stanley (Hon); 9. Brian Carroll (Kaw); 10. Fred Andrews (Hon).

FINAL POINTS STANDINGS: 1. Mike Bias (93); 2. Barry Carsten (74); 3. Fred Andrew (73); 4. Dick Bellora (67); 5. Tim Coombs (64); 6. Davey Coombs (64); 7. Jeff Glass (63); 8. Brian Stanley (59); 9. David Hand (54); 10. Brian Carroll (51).

# First come, first serve.




*First Place*

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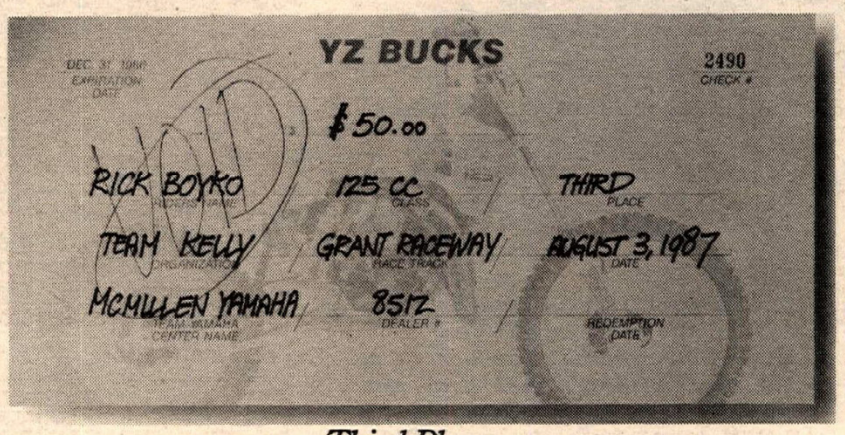


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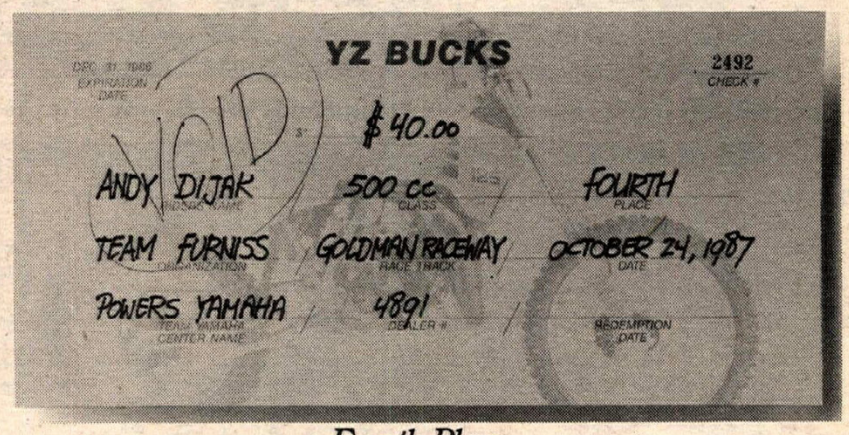


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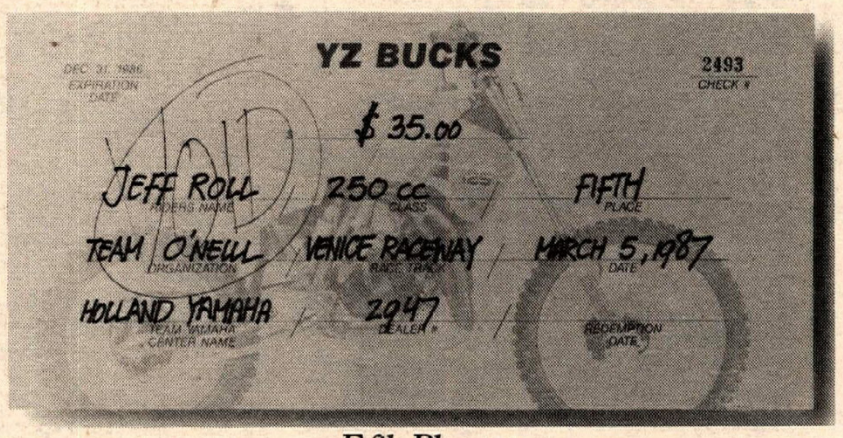


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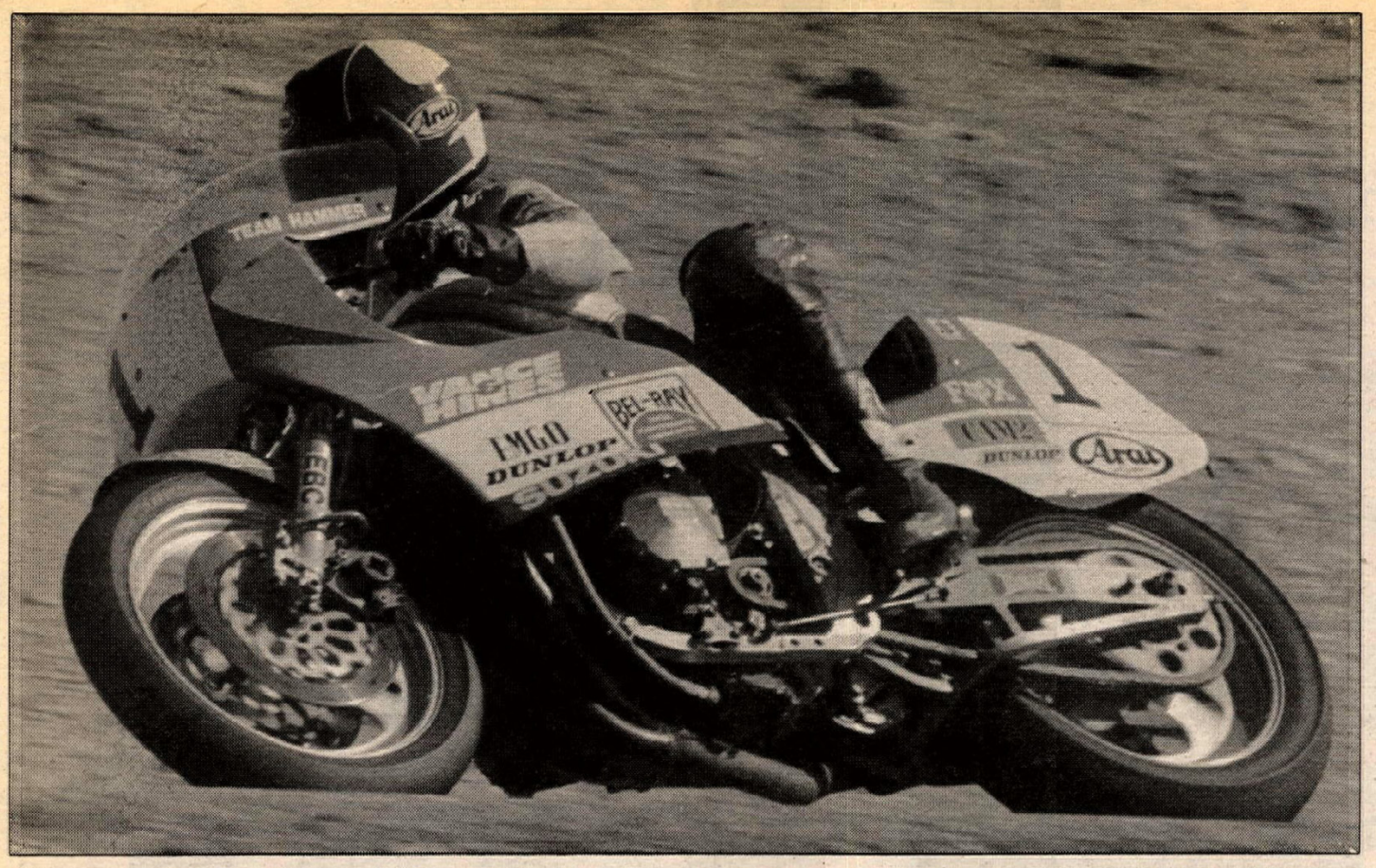
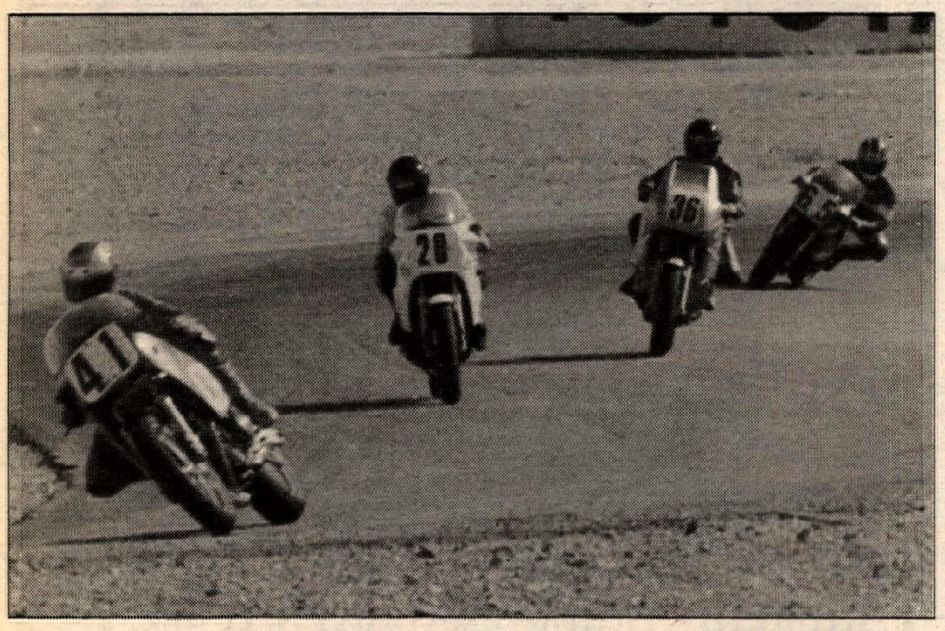



Team Hammer's Tim O'Kennedy, Doug Toland and Peter Carroll won the AFM Endurance race at Willow Springs.



The Hypercycle team of Jeff Herzog and Carry Andrew (41) lead the pack en route to their second place finish; Team Phantom was third.

# Team Hammer and Polen win Willow finales

**By David Keck**
**Photos by Dale Brown**

ROSAMOND, CA, NOV. 22-23

Team Hammer's Doug Toland, Peter Carroll and Tim O'Kennedy finished off their season by winning the AFM Six-Hour Endurance race at Willow Springs International Raceway. It was Hammer's 25th career win and the sixth win of their 1986 National Championship-winning season. Texan Doug Polen also ended his highly-successful season in style by winning the final installment of the AFM Toyota/Coca-Cola/Budweiser Formula USA race of the season.

"We wanted to try some things out," Team Hammer's O'Kennedy said of the win. "Just to blow out a cobweb or two."

Not to mention the rest of the competition. Team Hammer handily won Saturday's marathon, covering 203 laps on the 2.5-mile, nine-turn course (507.5 miles) with their Suzuki 1100 and beating 68 other entries.

The Team Hammer trio had no problems with the bike in breezing by the rest of the field. In fact, about the stiffest competition Team Hammer faced in the Saturday six-hour wasn't riding like the wind, it was the wind itself. Strong gusts from the northeast made its presence felt, causing several scary situations. It was so strong that it blew O'Kennedy off the track briefly at one point late in the race.

"It was a huge problem," he said. "I had trouble keeping the bike pointed the right way. In turn nine (a long, sweeping turn), it was moving me over about three feet and you never knew what way. One second I was up, then all of a sudden I was on a knee."

The wind wasn't the only problem. As the day wore on to late afternoon, and the sun started sinking in the autumn desert sky, Carroll said visibility became a problem.

But along with the wind came lower temperatures, which made riding comfortable — as long as one could stay on the track.

"It was nice and cool," said Toland, who added that he almost lost it himself on the front straightaway because of the wind. "We could have rode for an hour and a half at a time. But I still would have prefered it warm than windy."

Unofficially the Hypercycle team of Carry Andrew and Jeff Herzog finished second on a Suzuki GSXR750 and Team Phantom, made up of Terry French and Dennis Costello finished third, also on a Suzuki GSXR750.

Despite the strong winds and packed track, there were only two major problems on the day.

The race had to be stopped on the first lap and restarted when Mike Minig went down in turn one. About four hours into the race, a rider from the team of Bruce Wilson (a Los Angeles Police Deptartment motorcycle patrolman who organized the year's earlier Police Olympics road race), Frank Dominici, Frank Scurria and Barry Burke went down and the race was stopped again.

Team Hammer led from the start and had only one real threat. With just an hour and 45 minutes gone by, only one bike, the team of Donnie Greene, Brian Brinkman and Paul Vogel were left on the lead lap with Team Hammer. Soon after that mark, however, the engine blew up on the Suzuki GSXR1100 with Greene aboard and that was the end of the threat.

The action went from long distance on Saturday to sprint races on Sunday, which brought on a new threat to the sleepy western town of Rosamond.

That threat was from Polen, who is proving that the old west isn't dead. In spirit at least.

Polen has made a lot of money travelling around the nation like an old-time gunfighter-for-hire, beating other riders to the draw and to the finish line. The Formula USA Series, with no rules as its main rule, would seem like the perfect job for Polen. But he just couldn't seem to break away from tearing up Eastern tracks. He managed to make it to Willow Springs twice for Formula USA races before the final affair, finishing second in one and crashing — with Toland — in another.

Now a racing series with no limit on engine size or type of fuel seems crazy enough, but leave it to a guy like Polen to take full advantage.

"The rules allow us to do whatever we want to do," Polen said before the eight-lap race. "And boy does my bike run good on methanol.

"It makes 160 horsepower on the dyno — that's about 70 over what it was. I mean, it's an unlimited deal so why not use it? We were thinking about adding a little nitro, but we decided, naw."

Needless to say, Polen won — without the help of nitro. He started in the third row and by the first lap's end had moved into second behind Chris Steward. Polen sailed by Steward two laps later and quickly began pulling away from the pack. Steward was second while Earl Roloff held down third.

The win didn't make any difference in the points standings. Roloff still won the Formula USA points championship, having wrapped it up last month when points leader Jim Vreeke of Canoga Park fell and broke an elbow in the October race.

The championship was sweet for Roloff, who raced one of just two Kawasakis in the Formula USA Series.

"We opted for a different bike and it worked out," Roloff said. "But it looks like we're going to have to have more horsepower next year. We don't need just a can anymore. We need a chemist."

Roloff was speaking of the need for exotic fuels for next year's Formula USA Series. However, as it turned out, he won't have to worry about it.

Polen's bike hadn't even cooled off when Willow Springs track owner Bill Huth announced that the series will no longer be unlimited. Only racing gas is to be used in next year's series. Turbochargers were also banned; Huth cited safety reasons for the changes.

Roloff won $3000 in cash, a Toyota pickup and a solid gold belt buckle (weighing eight ounces) for the championship. •

## Results

6-HOUR ENDURANCE: 1. Team Hammer (Suz); 2. Hypercycle (Suz); 3. Team Phantom (Suz).
FORMULA USA: 1. Doug Polen (Suz); 2. Chris Steward (Suz); 3. Earl Roloff (Kaw).
OPEN GP: 1. Chris Steward (Suz); 2. Rob Reinen (Suz); 3. Brian Brinkman (Suz).
FORMULA 1: 1. Malcolm Hill (Suz); 2. Carry Andrew (Kaw); 3. Scott Carness (Suz).
FORMULA 2: 1. Danny Coe (Rot); 2. Mick Ofield (Yam); 3. Peter Hipp (Hon).
750 STK PROD: 1. Richard Moore (Suz); 2. David Langford (Suz); 3. James Domay (Suzuki 750).
OPEN STK PROD: 1. Marty Siegel (Suz); 2. Steve Rupp (Suz); 3. Jon Bartelmie (Yam).
450 SUPERSTREET: 1. Dave Colbert (Yam); 2. Whitney Blaklsee (Kaw); 3. Phillip O'Neill (Yam).
600 SUPERSTREET: 1. Calvin Rayborn III (Hon); 2. Michael Graves (Yam); 3. Glen Shopher (Kaw).
750 MOD PROD: 1. Don Canet (Suz); 2. James Doman (Suz); 3. Chuck Graves (Suz).
OPEN MOD PROD: 1. Dave Langford (Suz); 2. Marty Siegel (Suz); 3. Steve Rupp (Suz).
600 MOD PROD: 1. Calvin Rayborn III (Hon); 2. Chuck Waychoff (Yam); 3. Jeff Hoeppner (Kaw).
450 MOD PROD: 1. Willard Ivins (Yam); 2. Dean Mizdal (Yam); 3. Bill Donovan (Yamaha 350).
450 STK PROD: 1. Dean Mizdal (Yam); 2. Bill Donovan (Yam); 3. Doug Davis (Yam).
600 STK PROD: 1. Michael Graves (Yam); 2. Calvin Rayborn III (Hon); 3. Dale Kieffer (Yam).
750 SUPERSTREET: 1. Malcolm Hill (Suz); 2. Scott Cavness (Suz); 3. Don Canet (Suz).
OPEN SUPERSTREET: 1. Chris Mallory (Suz); 2. Marty Siegel (Suz); 3. Kye Gunn (Suz).
750 TWINS: 1. Bill Eisele (Hon); 2. Jardt Phunidat (Yam); 3. Jim Smith (Hon).
OPEN TWIN: 1. Mick Ofield (Nor); 2. Greg Wervey (Yam); 3. Mark Yarrow (Yam).
250 MOD PROD: 1. Jeff Hoeppner (Kaw); 2. Scott Cleff (Kaw); 3. Willie Sarzi (Kaw).
FORMULA 4: 1. Chuck Graves (Yam); 2. Matt Winiarski (Hon); 3. John Irvine (Hon).
FORMULA SINGLES: 1. Peter Hipp (Yam); 2. Eron Flory (Hon); 3. Michael Canfield (Yam).

# Voices

*(Continued from page 4)*

guilt tripped' by the pedagogy of the Mr. Holemans of this world!

Motorcycling, as a sport and a business, is taking responsibility for the future, and if part of that is to face up to censure by those who see us from the outside, whether it is movie makers, environmental groups or politicians, so be it. I want to be one of those who will be seen as someone looking for rational solutions, trying to encourage a mature image, confident that we have all the resources to resolve our problems. I do not believe we need to alienate all those around us by an ill-mannered display of verbal bullying.

RICHARD HAZZARD
Cycle Stop
Hacienda Heights, CA

## Get involved

Dave Holeman's guest editorial in the November 26/December 10 issue was one of the best pieces that I have read about Senator Alan Cranston in any publication.

I too have been fighting Senator Cranston and his Senate Bill 2061 for the past year. I started my subscription to *Cycle News* because of your articles about the future of off-roading. It is very hard for me to believe that other off-road publications are not concerned enough to inform the off-road public about such current events. You can bet that I will never buy a copy of California Magazine. Why would anyone read such a magazine that would wish "death wishes" to its readers.

Mr. Holeman has covered all of the bases in his well written editorial. Now is the time to get involved in the future of off-roading. Please send your letters to Senator Alan Cranston and other elected officials in your area or state. Tell them that you oppose SB2061 and other "anti- off-road bills." If you do not have the time for this, please support the off-road groups that are fighting for your rights.

Join a group like the AMA, U4WDA (United 4-Wheel Drive Association), CORVA (California Off-Road Vehicle Association), or CA4WDC (California Association of 4-Wheel Drive Clubs). The people in these groups are fighting for you so that you can use your off-road vehicles. Write to these groups and tell them about your concerns so that they may serve you better.

In conclusion, I would like to thank *Cycle News* for their support and Mr. Holeman for his fine editorial.

I voted against Senator Alan Cranston. How about you?

KENNY GROBE
Los Angeles, CA

## More results

I'm writing to express my disappointment in your Regional Championship and local pro dirt track coverage this season. I'm particularly frustrated with the results at the bottom of the article only listing the top three finishers. With riders competing in the aforementioned races from Prince Edward Island, Canada (practically Newfoundland), to southern California, and Expert finals made up nearly, or often entirely of National numbers more coverage is certainly warranted.

I've been reading *Cycle News* since the early '70s but you don't have to go back that far to get full page, sometimes more, coverage of Regional and even local pro dirt track events. I realize the consolidation may make space conservation more critical and full page write-ups impossible and if that's the case, so be it. We'll have to settle for a column and a half.

But with club level road races and some amateur MX results often taking up 50 some odd lines listing top three finishers in sometimes 30 different classes, a full results listing of three classes containing 10 to 12 riders, for pro dirt track races of this caliber, is still an awfully modest request.

ALLEN DILLMER
Lima, OH

*We have several format changes set to debut at the start of 1987, Allen, and we'll certainly consider your request, at least as far as Regional Championship events are concerned . . . Editor.*

## Dear Husqvarna employees, dealers and customers:

For the past 12 years I have enjoyed a very satisfying and rewarding association with Husqvarna motorcycles. However, on November 14 I resigned my position as National Sales Manager for Husqvarna's U.S. distributor, Cagiva North America.

Since I am no longer officially connected to Husqvarna (except as a contracted rider through the end of the year) I want to express my sincerest appreciation to the people I have met as a result of my affiliation with Husqvarna for their contribution to my personal growth and development.

To all past and present Husqvarna employees: I am extremely grateful for the privilege to have known and worked with each of you. In particular, I appreciate the advice, encouragement, constructive criticism and opportunity I received from such Husqvarna personnel as Rolf Tibblin, Dean Goldsmith, Niles Ussery, Bob Popiel, Rich Morgan, Jim McIlvain, Dick Burleson and Mark Blackwell.

To all Husqvarna dealers: The cooperation, support and viewpoint you offered me as a member of Husky's management team will always be valued. I am very fortunate to have worked with such a dedicated, enthusiastic and hard-working group of individuals. I wish you continued success.

To Husqvarna customers and supporters: I am forever in your debt for allowing me the opportunity to work for a company like Husqvarna. Without your patronage and support of the product, my career at Husqvarna would not have been. I especially wish to acknowledge the unselfish efforts of Dick Phares and the Husky pit crews as none of my 17 major off-road victories could have been achieved without your assistance.

Finally, my most heartfelt thanks goes to a trusted companion that has served me well for the last 12 years, the Husqvarna motorcycle. From the age of 14 when I first saw "On Any Sunday" with its vivid images of Husqvarnas being used to their fullest by men like Bengt Aberg, J.N. Roberts, Steve McQueen and Malcolm Smith, I dreamed that some day I too might in some way contribute to Husky's legacy. Well, with the support of my family and the guidance of my close friend, Casey Folks, I was able to realize my boyhood dream.

Now it is time for me to set new goals and a new direction. I wish Husqvarna and its new owners, Cagiva Motor Italia, the best of luck in their future together. I sincerely hope that the Husqvarna name will continue on for a long time to come, so that other 14-year-old boys can fashion their own fantasies about riding and racing a legend.

SCOT HARDEN
San Diego, CA

## 11-SPECIAL EVENTS MOTOCROSS

| Event State/Month | | Amateur Finish Place | Amateur *Bonus | Amateur Number of Events | Amateur Classes | Professional Finish Place | Professional *Bonus | Professional Number of Events | Professional Classes |
|---|---|---|---|---|---|---|---|---|---|
| Golden State Series | 1/2 | 1 | 200 | 8 | 30 | 1 | 500 | 8 | 3 |
| California | | 2 | 75 | | | 2 | 200 | | |
| | | 3 | 50 | | | 3 | 160 | | |
| Jan.-Feb. | | 4 | 40 | | | 4 | 125 | | |
| | | 5 | 35 | | | 5 | 100 | | |
| | | 6 | 30 | | | 6 | 75 | | |
| | | 7 | 25 | | | 7 | 50 | | |
| | | 8 | 20 | | | 8 | 40 | | |
| | | 9 | 15 | | | 9 | 30 | | |
| | | 10 | 10 | | | 10 | 20 | | |
| 1 | | | $500. | | | | $1300. | | |
| AMA Winter Series | | 1 | 200 | 4 | 15 | 1 | 500 | 4 | 3 |
| Florida | | 2 | 75 | | | 2 | 200 | | |
| | | 3 | 50 | | | 3 | 160 | | |
| Jan. | | 4 | 40 | | | 4 | 125 | | |
| | | 5 | 35 | | | 5 | 100 | | |
| | | 6 | 30 | | | 6 | 75 | | |
| | | 7 | 25 | | | 7 | 50 | | |
| | | 8 | 20 | | | 8 | 40 | | |
| | | 9 | 15 | | | 9 | 30 | | |
| | | 10 | 10 | | | 10 | 20 | | |
| 2 | | | $500. | | | | $1300. | | |
| AMA Warm Up Series | 2 | 1 | 200 | 4 | 10 | 1 | 500 | 4 | 3 |
| Florida | | 2 | 75 | | | 2 | 200 | | |
| | | 3 | 50 | | | 3 | 160 | | |
| Feb. | | 4 | 40 | | | 4 | 125 | | |
| | | 5 | 35 | | | 5 | 100 | | |
| | | 6 | 30 | | | 6 | 75 | | |
| | | 7 | 25 | | | 7 | 50 | | |
| | | 8 | 20 | | | 8 | 40 | | |
| | | 9 | 15 | | | 9 | 30 | | |
| | | 10 | 10 | | | 10 | 20 | | |
| 3 | | | $500. | | | | $1300. | | |

| Event State/Month | Finish Place | Amateur *Bonus | Amateur Number of Events | Amateur Classes | Novice *Bonus | Novice Number of Events | Novice Classes | Professional *Bonus | Professional Number of Events | Professional Classes |
|---|---|---|---|---|---|---|---|---|---|---|
| New England | 1 | 150 | 28 | 3 | 75 | 28 | 7 | 200 | 28 | 2 |
| Sports Committee | 2 | 75 | | | 35 | | | 75 | | |
| | 3 | 45 | | | 20 | | | 50 | | |
| Maine | 4 | 40 | | | 15 | | | 40 | | |
| New Hampshire | 5 | 35 | | | 10 | | | 35 | | |
| Massachusetts | 6 | 30 | | | | | | 30 | | |
| Connecticut | 7 | 25 | | | | | | 25 | | |
| | 8 | 20 | | | | | | 20 | | |
| Mar.-Nov. | 9 | 15 | | | | | | 15 | | |
| | 10 | 10 | | | | | | 10 | | |
| 4 | | $445. | | | $155. | | | $500. | | |

| Event State/Month | | Amateur Finish Place | Amateur *Bonus | Amateur Number of Events | Amateur Classes | Professional Finish Place | Professional *Bonus | Professional Number of Events | Professional Classes |
|---|---|---|---|---|---|---|---|---|---|
| Silverdome Spring Series | 3 | 1 | 200 | 6 & Finals | 16 | | | | |
| Michigan | | 2 | 75 | | | | | | |
| | | 3 | 50 | | | | | | |
| Mar.-Apr. | | 4 | 40 | | | | | | |
| | | 5 | 35 | | | | NO PROFESSIONAL | | |
| | | 6 | 30 | | | | | | |
| | | 7 | 25 | | | | | | |
| | | 8 | 20 | | | | | | |
| | | 9 | 15 | | | | | | |
| | | 10 | 10 | | | | | | |
| 5 | | | $500. | | | | | | |
| Grand National Series | | 1 | 200 | 8 | 15 | | | | |
| Texas | | 2 | 75 | | | | | | |
| | | 3 | 50 | | | | | | |
| Season | | 4 | 40 | | | | | | |
| | | 5 | 35 | | | | NO PROFESSIONAL | | |
| | | 6 | 30 | | | | | | |
| | | 7 | 25 | | | | | | |
| | | 8 | 20 | | | | | | |
| | | 9 | 15 | | | | | | |
| | | 10 | 10 | | | | | | |
| 6 | | | $500. | | | | | | |
| NMA World Mini | | 1 | 200 | 1 | 18 | 1 | 300 | 1 | 6 |
| Nevada | | 2 | 75 | | | 2 | 100 | | |
| | | 3 | 50 | | | 3 | 75 | | |
| April | | 4 | 40 | | | 4 | 55 | | |
| | | 5 | 35 | | | 5 | 45 | | |
| | | 6 | 30 | | | 6 | 35 | | |
| | | 7 | 25 | | | 7 | 30 | | |
| | | 8 | 20 | | | 8 | 25 | | |
| | | 9 | 15 | | | 9 | 20 | | |
| | | 10 | 10 | | | 10 | 15 | | |
| 7 | | | $500. | | | | $700. | | |
| Yamaha Gold Cup | | 1 | 200 | 6 | 16 | 1 | 200 | 6 | 3 |
| Washington | | 2 | 75 | | | 2 | 75 | | |
| Oregon | | 3 | 50 | | | 3 | 50 | | |
| | | 4 | 40 | | | 4 | 40 | | |
| June-July | | 5 | 35 | | | 5 | 35 | | |
| | | 6 | 30 | | | 6 | 30 | | |
| | | 7 | 25 | | | 7 | 25 | | |
| | | 8 | 20 | | | 8 | 20 | | |
| | | 9 | 15 | | | 9 | 15 | | |
| | | 10 | 10 | | | 10 | 10 | | |
| 8 | | | $500. | | | | $500. | | |
| NMA Grand National Championship | | 1 | 200 | 1 | 20 | 1 | 300 | 1 | 5 |
| Oklahoma | | 2 | 75 | | | 2 | 100 | | |
| | | 3 | 50 | | | 3 | 75 | | |
| | | 4 | 40 | | | 4 | 55 | | |
| August | | 5 | 35 | | | 5 | 45 | | |
| | | 6 | 30 | | | 6 | 35 | | |
| | | 7 | 25 | | | 7 | 30 | | |
| | | 8 | 20 | | | 8 | 25 | | |
| | | 9 | 15 | | | 9 | 20 | | |
| | | 10 | 10 | | | 10 | 15 | | |
| 9 | | | $500. | | | | $700. | | |
| AMA National Amateur Championship | | 1 | 200 | 1 | 22 | 1 | 300 | 1 | 2 |
| Tennessee | | 2 | 75 | | | 2 | 100 | | |
| | | 3 | 50 | | | 3 | 75 | | |
| | | 4 | 40 | | | 4 | 55 | | |
| August | | 5 | 35 | | | 5 | 45 | | |
| | | 6 | 30 | | | 6 | 35 | | |
| | | 7 | 25 | | | 7 | 30 | | |
| | | 8 | 20 | | | 8 | 25 | | |
| | | 9 | 15 | | | 9 | 20 | | |
| | | 10 | 10 | | | 10 | 15 | | |
| 10 | | | $500. | | | | $700. | | |
| AMA Mini Olympics | | 1 | 200 | 4 | 20 | | | | |
| Florida | | 2 | 75 | | | | | | |
| | | 3 | 50 | | | | | | |
| | | 4 | 40 | | | | | | |
| November | | 5 | 35 | | | | NO PROFESSIONAL | | |
| | | 6 | 30 | | | | | | |
| | | 7 | 25 | | | | | | |
| | | 8 | 20 | | | | | | |
| | | 9 | 15 | | | | | | |
| | | 10 | 10 | | | | | | |
| 11 | | | $500. | | | | | | |

*Winning amateur riders will receive "YZ Bucks." Winning professional will receive a check. Certificate redeemable at any authorized Team Yamaha dealership.

1. January race results will be totaled together and 1 certificate (amateur) and 1 check (professional) will be issued to each winning rider in February.
2. February race results will be totaled together and 1 certificate (amateur) and 1 check (professional) will be issued to each winning rider in March.
3. All awards will be made at the end of the series.

## YZ CONTINGENCY PROGRAM

| Place | Motocross Nationals (Professional) Bonus/Per Moto Each Event | Supercross (Professional) Bonus/For Final Of Each Event | |
|---|---|---|---|
| | 125/250/500 cc | 250cc | 125cc |
| 1 | 2,500 | 5,000 | 2,500 |
| 2 | 2,000 | 4,000 | 2,000 |
| 3 | 1,500 | 3,000 | 1,500 |
| 4 | 1,200 | 2,000 | 1,000 |
| 5 | 1,000 | 1,000 | 500 |
| 6 | 800 | 900 | 450 |
| 7 | 600 | 800 | 425 |
| 8 | 400 | 700 | 400 |
| 9 | 300 | 600 | 375 |
| 10 | 200 | 500 | 350 |
| 11 | 175 | 450 | 325 |
| 12 | 150 | 400 | 300 |
| 13 | 125 | 375 | 275 |
| 14 | 100 | 350 | 250 |
| 15 | 90 | 325 | 225 |
| 16 | 80 | 300 | 200 |
| 17 | 70 | 275 | 175 |
| 18 | 60 | 250 | 150 |
| 19 | 50 | 225 | 125 |
| 20 | 40 | 200 | 100 |
| | $11,440. | $21,650. | $11,625. |

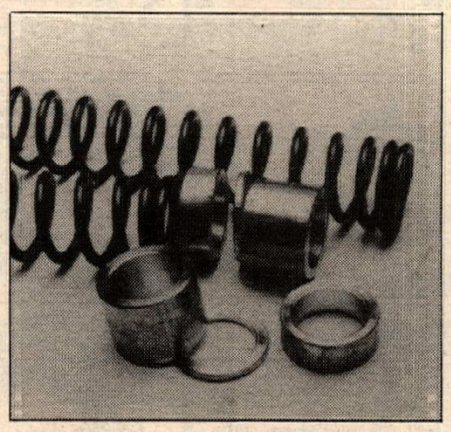
All AMA Professional Supercross & National Series Events. Factory riders not eligible. Date & locations to be announced by AMA.

# Stocking STUFFERS

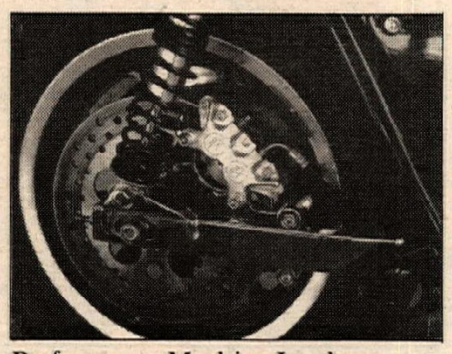
Bell's M-2 Eddie Lawson Replica Model is the helmet designed by Bell with the help of 1986 500cc World Road Racing Champion Eddie Lawson. The fiberglass shell M-2 is Snell '85 approved and is designed to meet the specific needs of professionals who demand the most from their equipment. New features for 1987 include a unique Fog-Pruf interior shield coating and a removable chin cover that reduces wind noise, air and dust entry. The M-2 is available in Lawson Replica colors of red/white. See your dealer for more information.

Graydon Proline carries Oakley's original Factory Pilot Eyeshades, their unique wrap-around design makes them not only stylish, but excellent for bicycle training or other activities. Each pair of Factory Pilot Eyeshades come complete with two lengths of bows, a leash, a protective carrying pouch and a two-year factory warranty. Available in a variety of colors for a suggested retail price of $60.00. Contact Graydon Proline, Dept. CN, 15935 Minnesota Ave., Paramount, CA 90723, 213/531-7142.

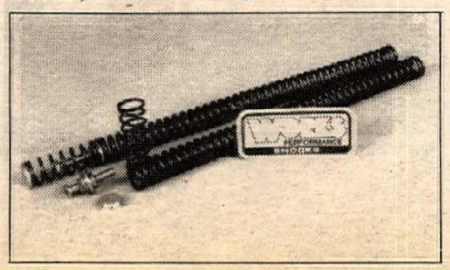
Torco's new Foam Filter Oil provides maximum engine protection by preventing harmful elements from passing through the treated filter according to the manufacturer. Torco says its exclusive formula grabs dirt, dust and other damaging particles before they reach the engine. Foam Filter Oil also has a waterproof base that blocks moisture and will not clog or gum up when wet. Highly refined base oils and special additives keep this product tacky and it will not dry out. Foam Filter Oil is easy to apply and penetrates quickly. See your local dealer or call Torco at 213/946-3581 for more information.



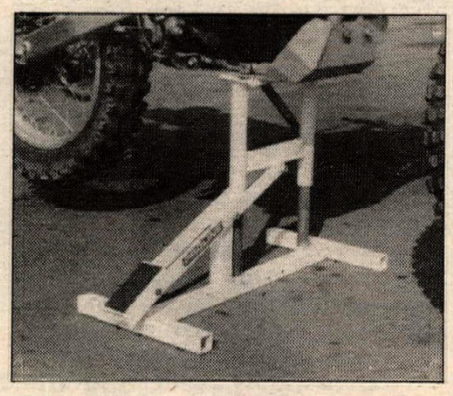
Simons, Inc. is now offering fork springs for all 43mm forks. Simons springs are made from chrome vanadium steel, pre-set, heat treated and shot-peened. A preload spacer kit is also supplied, enabling the rider to vary his pre-load setting at any time, with no cutting of plastic water pipe necessary. Simons has the springs available in 19, 21 and 23 lb/in rates and they are priced at $39.98. Contact Simons, Inc., Dept. CN, 2570 Leghorn St., Mountain View, CA 94043, 415/962-8899.



Performance Machine Inc. has a new line of high performance disc brake systems specifically set up for the late model Harley FX and Sportster. The system features a four piston, dual caliper and caliper bracket designed specifically for these models. The caliper is precision machined on CNC equipment and clear anodized for a long lasting finish. These systems have a new bracket assembly that mounts in the stock caliper location with no modifictions necessary. The system includes caliper and caliper bracket and utilizes the stock frame disc, brake line and master cylinder. The system starts at a retail price of $210 and will fit 1984 and up Harley FX, FXR, FXRS, FXWG Superglides and the 1979 and up Sportster 883 and 1000. Contact Performance Machine Dept. CN, 15520 Illinois Ave., P.O. Box 927, Paramount, CA 90723, 213/634-6532.



Works Performance introduces their new Adjustable Dual-Rate Fork Spring Kit for street bikes. The new Works Performance kit not only offers a dual-rate spring, but allows the rider to adjust the spring rate from soft-to-firm. The adjustment is made with a threaded bolt located inside the short spring. This kit can tailor the bike's front springs to fit different riding conditions, rider's style and weight. The Works Performance Adjustable Dual-rate Fork Spring Kit is available for all popular touring and high-performance street bikes and is priced at $69.95. Contact Works Performance Products, Dept. CN, 8730 Shirley Ave., Northridge, CA 91324, 818/701-1010.

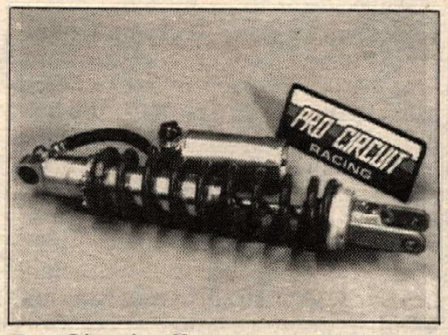


The finest in motorcycle stands is now being offered by California's Graydon Proline. the Lok-Lift stand features no-hands operation and will hoist the wheels of any machine off the ground. Just position the Lok-Lift under the bike, step on the lever and the bike is locked into place. To lower, just release the foot-operated safety catch and set the machine back down. Two models are available, one for motorcycles and one for ATVs at a retail price of $69.95. Contact Graydon Proline, Dept. CN, 15935 Minnesota Ave., Paramount, CA 90723, 213/531-7142.

Hondaline has introduced a new one-piece rainsuit constructed of PVC-backed nylon. The seams are nylon stitched for strength and then taped and heat welded for resistance to water penetration at all sewn areas. The upper back panel has a built-in ventilation system to promote air circulation and rider comfort in humid weather. The rainsuit features a spandex stretch panel for rider flexibility when leaning or bending and also has silver reflective stripes along both sides, across the back and around each arm. Each suit has a full-length nylon zipper, a chest pocket and elastic trimmed wrists. The rainsuit is available in red, white and blue Honda sport colors and in sizes extra small through extra large. For more information visit your nearest Honda dealer.

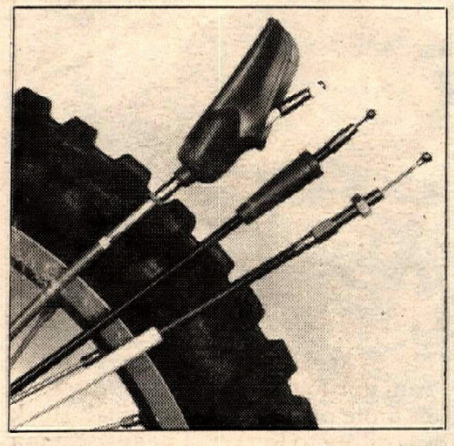
The System K slip-on silencer for the Yamaha FZ600 delivers as much as 6% more peak horsepower than stock according to Kerker. The silencer is a durable one-piece aluminum unit that comes with Kerker's street-legal Comp3X baffle that provides race level exhaust flow while keeping sound levels in check. The FZ600 Slip On gives the bike additional power without sacrificing ground clearance or drain plug access. The silencer mounts quickly to the stock headpipes. See your dealer for additional information contact Kerker, Dept. CN, 7900 Deering Ave., Canoga Park, CA 91304, 818/999-3060.

Ceet Products has their Full Ceet kit styled after those used on the World Championship Motocross circuit's factory works bikes. The Full Ceet features an extended front section which reaches up over the bike's gas tank, so the rider can benefit from increased riding control, comfort and safety according to Ceet. A Ceet Products exclusive is the seat cover's seamless construction that prevents tearing and splitting. The Full Ceet is available for 1985 and '86 Honda, Kawasaki, Yamaha and Suzuki motocross bikes and is priced at $59.95, slightly extra for Day-Glo graphics. To order call Ceet at 800/523-8250. For more information contact Ceet Products, Dept. CN, 1930 Watson Way, #C, Vista, CA 92084, 619/727-7220.

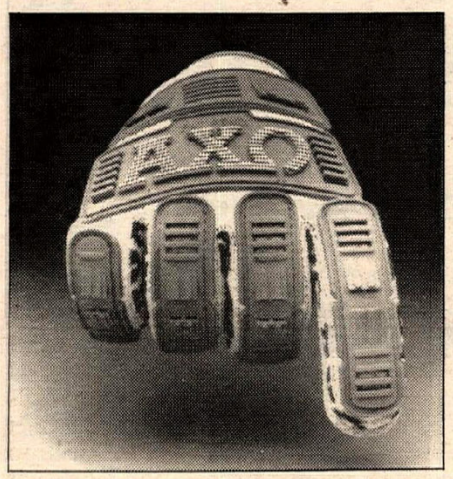



Pro Circuit offers a complete line of services for all Showa, Kayaba, Yamaha and Ohlins shocks. Services include oil changing, revalving and rebuilding. Hard anodized bodies are also available to make your stock aluminum body wear like steel with better heat control to extend oil life accord-

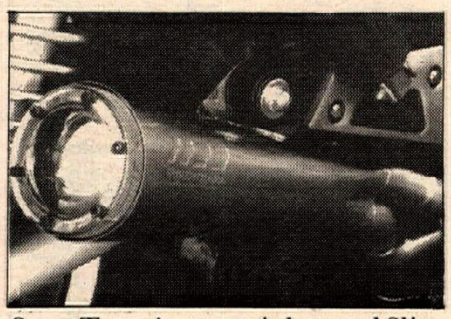
ing to Pro Circuit. Pro Circuit can set up shocks for any rider level, from beginners to pros and they will revalve and update any previously revalved Pro Circuit shock at no charge when it's sent in for an oil change. Contact Pro Circuit, Dept. CN, 4212 La Palma, Anaheim, CA 92807, 714/993-5401.



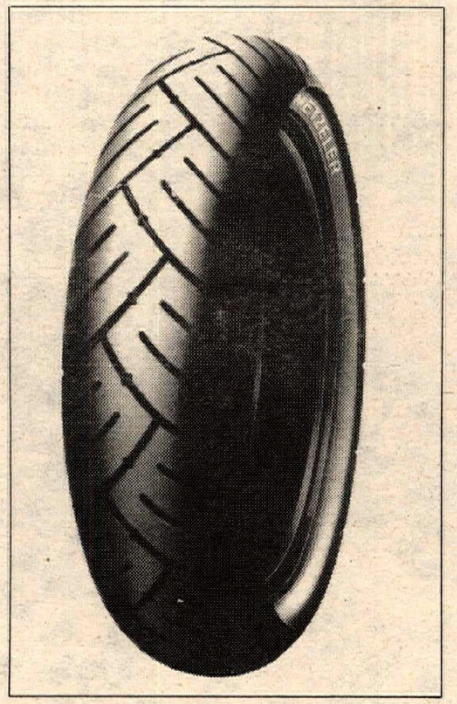
Terrycable Racing Products has a complete line of replacement control cables for motorcycles. All Terrycable cables are made of the highest quality materials and feature teflon-lined housings for smooth, easy and precise control. Terrycable has cables to fit all popular models, universal cable kits and can make custom cables on request. See your local dealer or contact Terrycable Racing Products, Dept. CN, 17376 Eucalyptus St., Hesperia, CA 92345, 800/854-4691 (619/244-9351 in California).




The AXO Series 29 Glove offers a supple top-grade leather palm, that is unsurpassed for flexible durability. An AXO-exclusive rubber compound shields your fingers and hands. An extra wide wristband helps keep out the grit and the Series 29's ventilation cools perspiration. The AXO Series 29 combines comfortable fit with protection and comes in white, red, blue and navy at a price of $32.95 in sizes 8-11. See your dealer or contact AXO Sport-America, Dept. CN, 25702 Rye Caynon Rd., Suite E, Valencia, CA 91355.



SuperTrapp's new stainless steel Slip-on replacement mufflers for the Yamaha V-Max will increase your bike's horsepower and are lighter than the stock mufflers according to SuperTrapp. The SuperTrapp system offers infinite tunability with the patented diffuser disc system with the durability of stainless steel. The stock center and side stand are retained and the oil filter and drain plug are easily reached. This system is recommended for competition use only. See your dealer or contact SuperTrapp Division, Moller Corp., Dept. CN, 122 Research Park Dr., Davis, CA 95616, 916/756-5069.

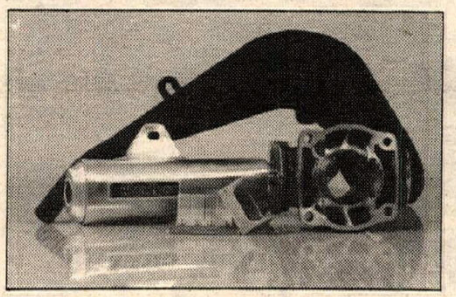


Van Leeuwen Enterprises now carries Metzler's newest and most sophisticated line of high performance tires yet. The new ME1 comp K rear tires and the redesigned low-profile ME33 comp K front. Both tires feature aramid (Kelvar) carcass and the Metzler Belting System construction. This design increases tire life and traction by reducing growth at high speeds according to Van Leeuwen Enterprises. The new ME1 production class road race tires have gone through extensive development. For more information see your dealer or contact Van Leeuwen Enterprises, Dept. CN, 13275 Paxton St., Arleta, CA 91331, 818/896-2200.

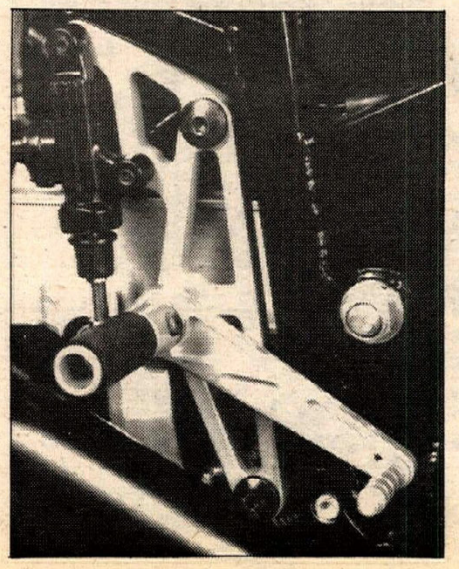
Pro Circuit now carries Technosel Seats. Imported from Europe, these Technosel Seats are made from quality, high-density foam that resists breakdown. The Technosel Seat comes with a seat cover that will match the color of your stock seat and includes the Technosel logo on the side. For pricing information contact Pro Circuit, Dept. CN, 4212 La Palma, Anaheim, CA 92807, 714/993-5401.

White Eagle Manufacturing has Colortune, a see through spark plug that can make carburetor adjustment easier according to the manufacturer. The plug allows the user to see directly into the combustion chamber of the engine while it is running. The flame will be visible and it's color will indicate if the mixture is too rich, too lean or set properly, making it possible to check your engine's running condition. Colortune may be used on any engine that uses a 14mm spark plug, two or four-stroke. Instructions are included in every kit and Colortune is priced at $39.95. Some engines with smaller spark plugs require adaptors and they are available for $5.95 each. For more information contact White Eagle Manufacturing, Dept. CN, Rt.1 Box 139, East Bernstadt, KY 40729, 606/843-6126.

Fulmer Sport Gloves are available in six different styles, including fingerless, ventilated open back, ventilated closed back, all season, all purpose gauntlet and premium leather gauntlet. All gloves come in four sizes and feature top quality materials and workmanship. See your dealer or for more information contact Arthur Fulmer, Cycle Division, Dept. CN, Box 177, Memphis, TN 38101.



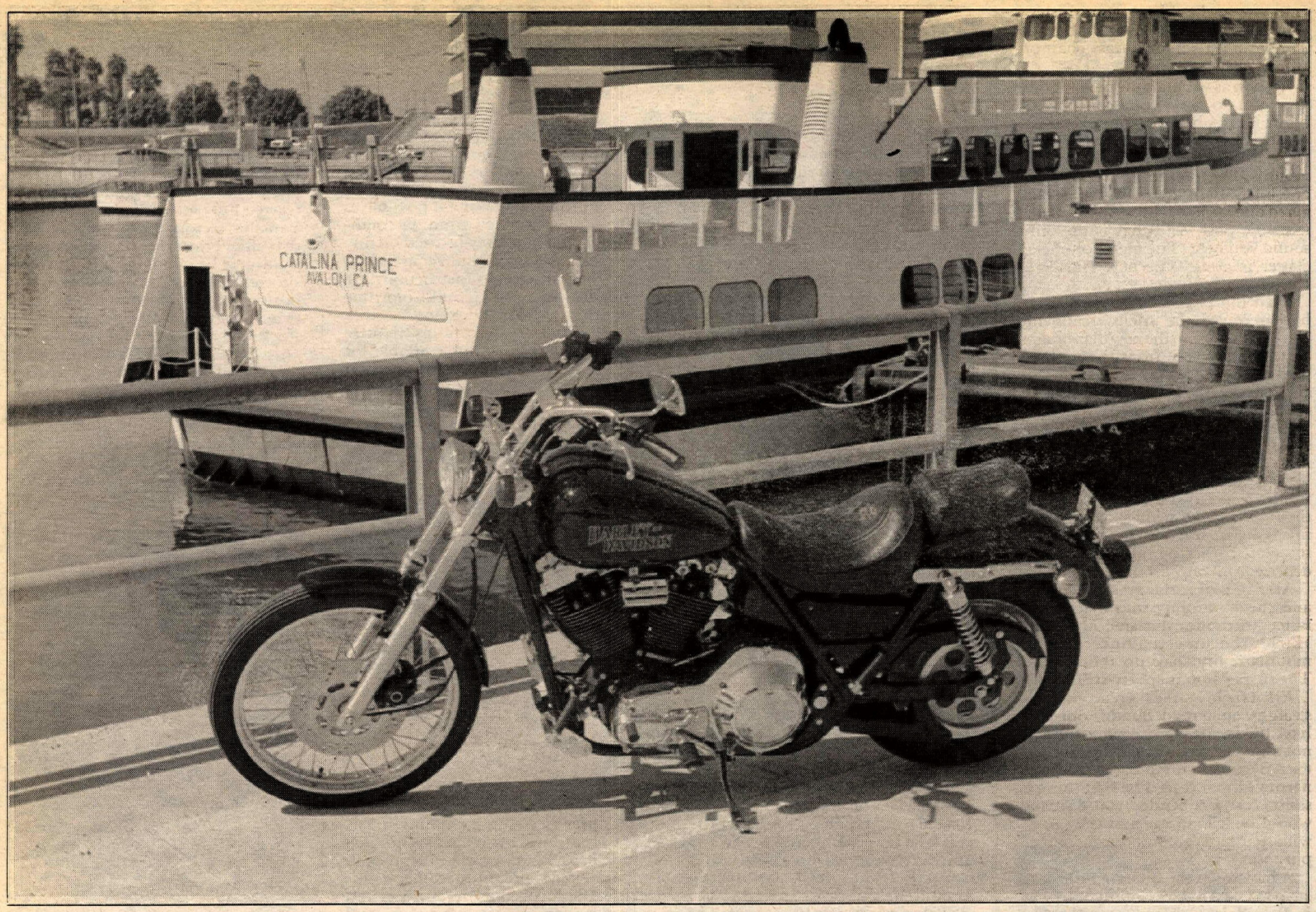
White Brothers now offers a complete range of porting services and performance bolt-on parts for two and four-stroke motorcycles, including White Brothers and Pro Circuit pipes; White Brothers and Answer silencers; Boyesen Reeds; FMF Power Boosters and eight-petal Power Reed Valves. See your dealer or contact White Brothers, Dept. CN, 11750 Seaboard Circle, Stanton, CA 90680, 714/895-1991.



Toomey Racing USA has high quality rearset footpeg kits for the Yamaha FZ750 that are perfect for either street or race track use. Toomey Racing's rearsets are patterned after the Team Yamaha factory FZ750 rearset kits that aren't readily available to the public. The Toomey kit features shorter folding footpegs that are positioned two inches higher and two inches rearward compared to stock. The Toomey kit is made of aircraft-quality 6061-T6 aluminum that is gold anodized. Besides adding cornering clearance, Toomey's rearset kit shaves off two pounds of weight. The kit retails for $275. See your dealer or for additional info contact Toomey Racing, Dept. CN, 25901 Belleporte Ave., Harbor City, CA 90701, 213/539-6542.

Hosking Cycle Works now has their 1987 A to Z Motorcycle Book catalog. Hosking Cycle Works carries over 650 tiles that range from the history of Ariel to a parts book for the Zundapp Super Sabre. Hosking also carries books about racing, vintage bikes and technical aspects as well as repair manuals for current machines. Hosking has added a new section featuring high-quality accessories, enameled pins, signs, posters and videos. Hosking Cycle Works new 1987 catalog is available for $1.00. Contact Hosking Cycle Works, Dept. CN, RFD #1 Box 136, Accord, NY 12404, 915/626-4321.

Vanson Leathers Swedish Motorcycle Jacket is derived from Vanson's Swedish Police Jacket. The Swedish Motorcycle Jacket features a 100% full wool lining, a double zipped front with a large overflap and interior and exterior zippers that seal out the wind, a mandarin style collar that will hold open to prevent buffeting in strong winds and a large slanted front pocket. See your dealer or for more information contact Vanson Leathers, Dept. CN, 58 Thayer St., Boston, MA 02118, 617/426-3907 or 800/343-2124.




(Above) The Low Rider Custom FXLR. (Below) The Low Rider Custom turned a 15.173 second, 87.21 mph run at the drag strip.

## 1987 Harley-Davidson Low Rider Custom FXLR

# "American the beautiful"

**By Chuck Clayton**

Once you have made it to the pinnacle of success that top-of-the-line Harley-Davidson ownership announces to the world, you have no real incentive to trade up anymore.

For generations an old Harley was not much different from a new one, except that the new model marked you as an *arriviste*, newly rich. Well, that has all changed with the arrival of the Evolution engine and the new spirit of competition in the Milwaukee headquarters. Harley-D is one of the few, if not the only company that is solely in the motorcycle business (Cagiva might be another). Sure, H-D also makes bomb casings for the military, but I don't think that is a big part of their production. Harley has a faithful following, but every one of the faithful already owns a Harley or two or three How to get them to buy one more? Well, they don't have a FXLR Low Rider Custom yet . . . and maybe they should.

Time was, when you bought a Harley, you were buying a motorcycle kit. All the pieces were there, but you had to cut them out of their casting flash and fill in the gaps and reassemble them. Then you probably had to buy a store full of accessories to make them work right. Not anymore. New Harleys roll off the assembly line ready for the road or cycle show — stock. It is pretty hard to improve on the style or finish of the 1987 American motorcycle.

Take the subject of this week's test, for example. What would I have to spend to make my 1978 Harley 80-incher as fine as the '87 FXLR? More than the price of the new bike? Probably. That's what H-D Motor Co. is counting on — enticing the faithful back into the market with new models as good as anyone could wish for, at a price that acknowledges that life is short, and you might as well make the most of it.

This Harley is arranged like a beach cruiser bicycle. The handles meet you halfway, and the low seat cups your buns like a soft spoon. The

pegs are right where your insteps want to be. It is very comfortable; the American version of an easy chair on wheels.

As soon as you start the new engine, you start to shed your concepts of how a Harley behaves. The old familiar "tremble" survives, but tamed to a pleasant throb by rubber engine mounts. The traditional mellow bark of a big V-twin utters from the staggered dual exhaust pipes, but quieter than the past. And that is the only sound you hear. The metal-on-metal clatter is gone. The new Harley is mechanically silent.

Even the primary and final drive have received the silent treatment. Nary a groan from the new diaphragm clutch or a rustle from the toothed belt drive. Power takeup is smooth and predictable with a light feel to the clutch lever.

At a weight of only 610 pounds, slung low in the frame, the FXLR moves out nimbly. It handles very well at any speed. The skinny 21" front rib and the fat 16" rear Dunlop tires work well together so that steering is light, traction sticky enough for swift cornering, and there is no deflection on rain-grooved pavement.

All five gear ratios are well chosen and chunk audibly into place. The faster you ride, the smoother this Harley becomes. Those engine mounts really soak up the strokes. The suspension is sporty-stiff.

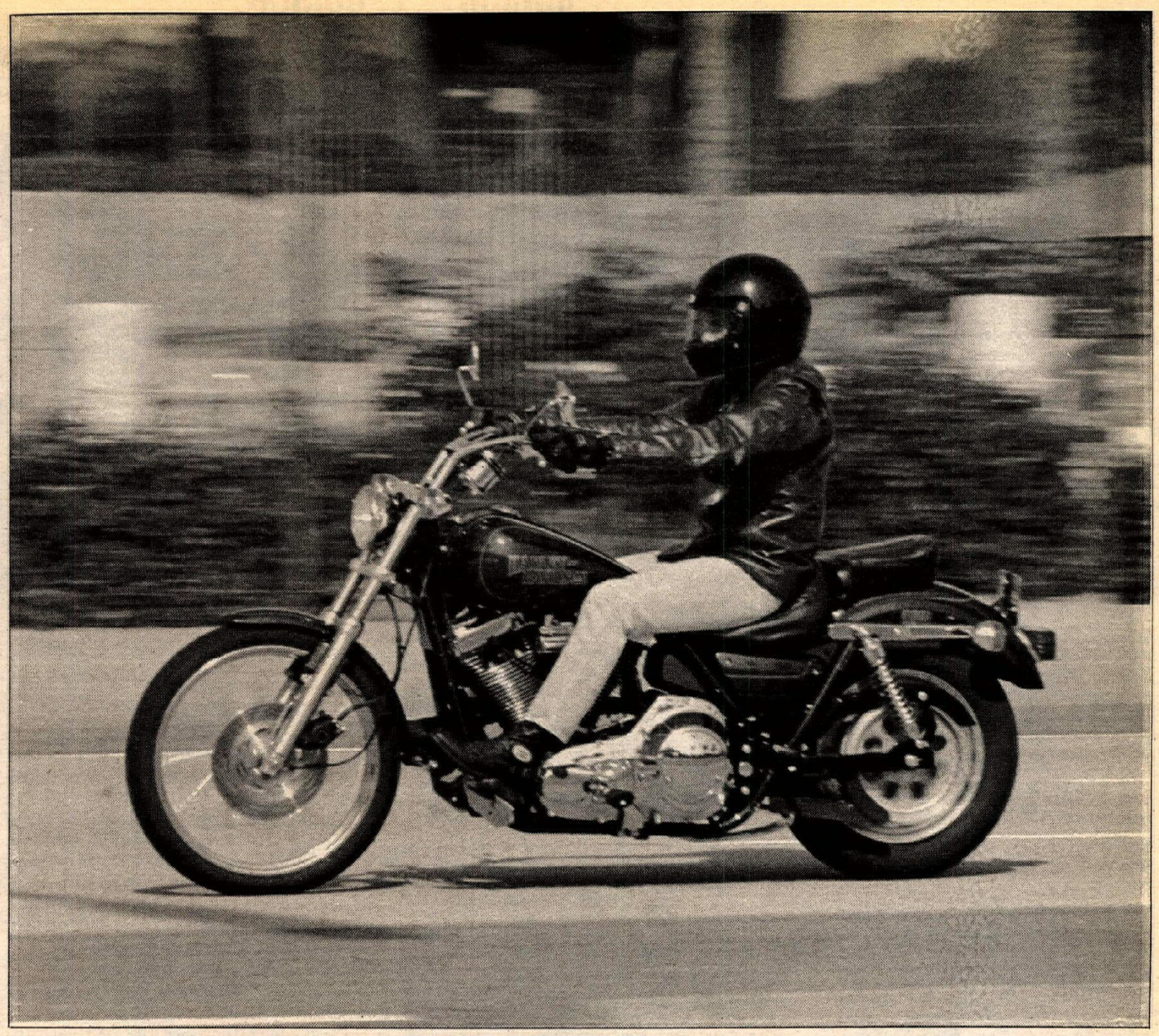
All Harleys feel great on the straight, open road, but this one also likes life in the curvy canyons. I was not able to scrape anything but my toes. Even the clutch cover has been narrowed this year. The first thing a serious canyon bender would scrape would be a footpeg, and they fold, with steel balls on the bottom for that purpose.

A trip down the quarter-mile drag strip at Los Angeles County Raceway in Palmdale, California, produced a 15.173 second, 87.21 mph clocking. Nothing spectacular in this day and age of sub-11 second crotch rockets, but plenty strong enough to embarrass most four-wheel vehicle operators.

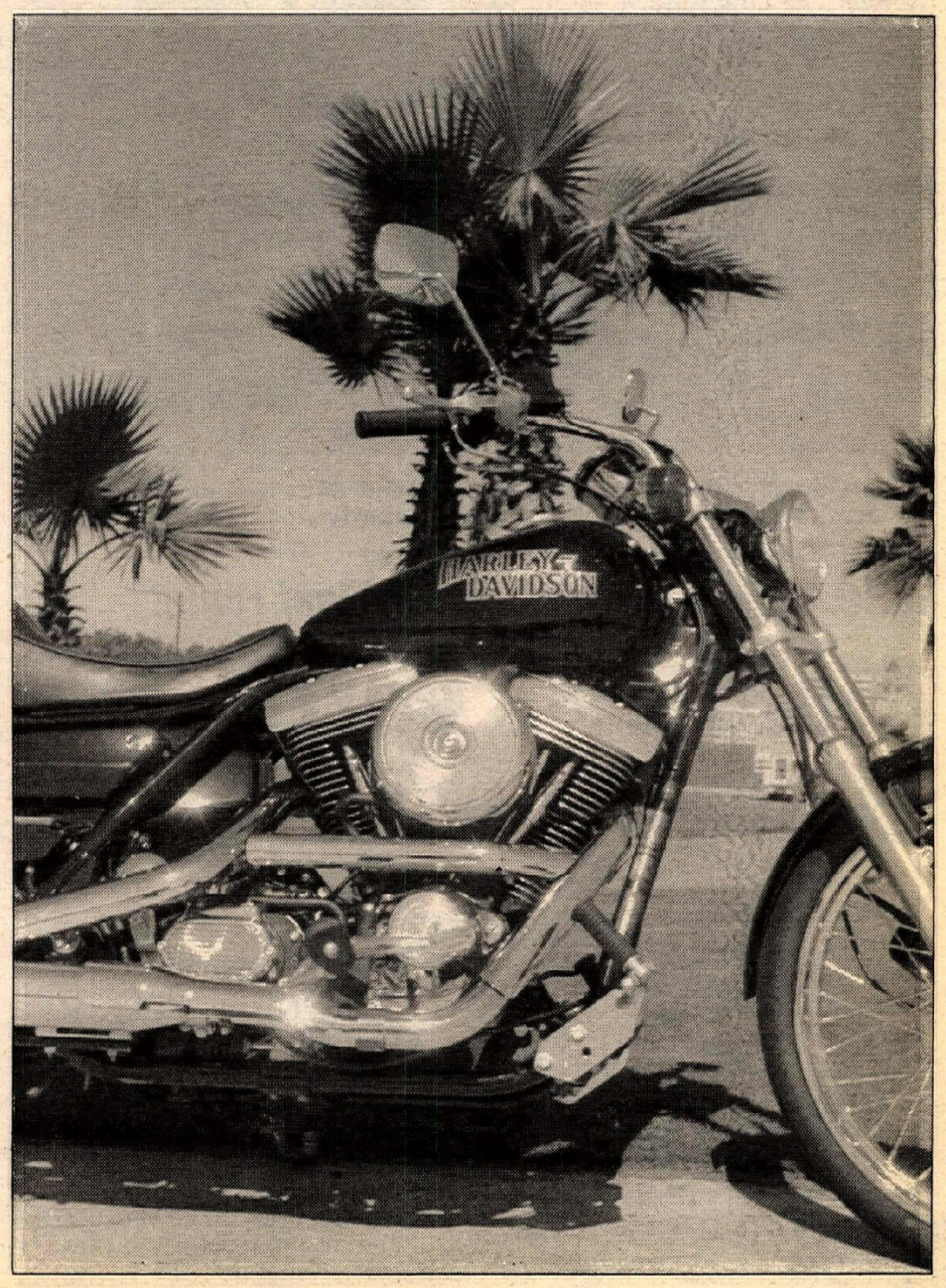
This is a genuine Harley, with the accent on the Davidson. William G. Davidson designed the model to keep up with the competition on any road ride and kick ass in the parking mode. He even added a decorative woven-edge leather strap over the tank because Willie G. likes woven leather.

Nits: H-D's traditional padlock hasp steering lock looks pervious to crooks on this model because the fork lug is alloy. No trick for a Harley-size screwdriver to break off. There's no helmet lock nor any place to store one. Guess Harley riders don't use helmets.

Details: Headlight and clutch adjustment are about as simple as can be. Maintenance and repair are designed to be easy. Brakes are strong and didn't squeal once. Three-point-eight gallon tank is good for about 150 miles before going on reserve. Engine is designed to live on leaded or unleaded fuel. And it didn't leak one drop of oil, ever. Honest! •



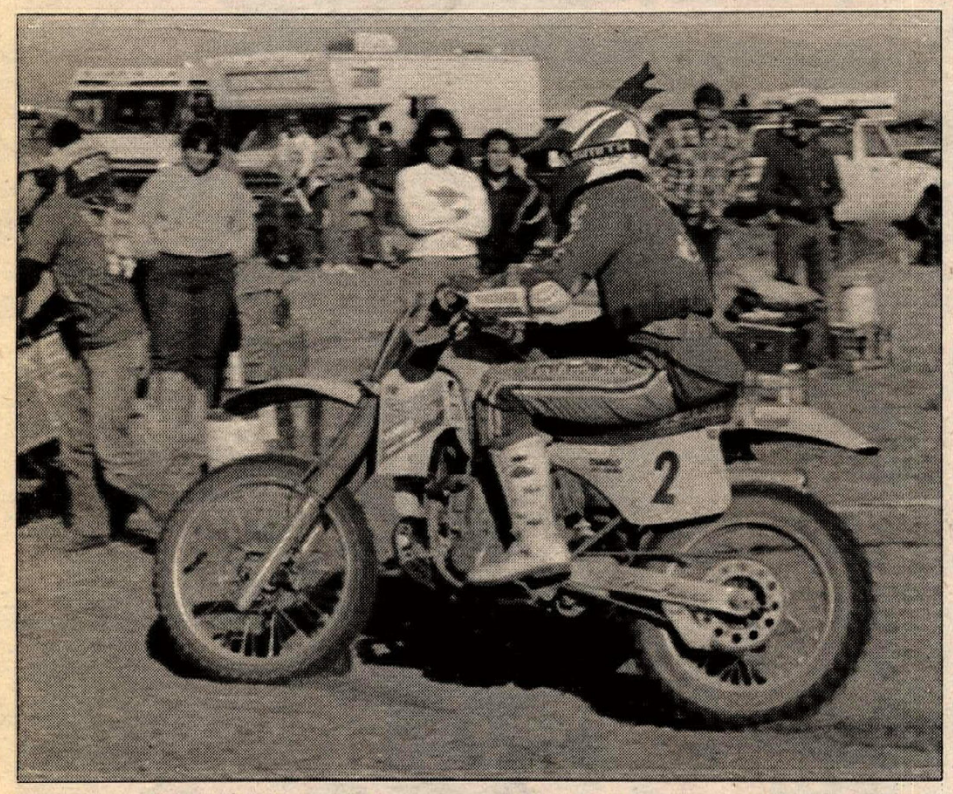
**(Above) The FXLR is very comfortable; the American version of an easy chair on wheels. (Below) Harley's 1338cc Evolution powerplant is slung low in the frame.**



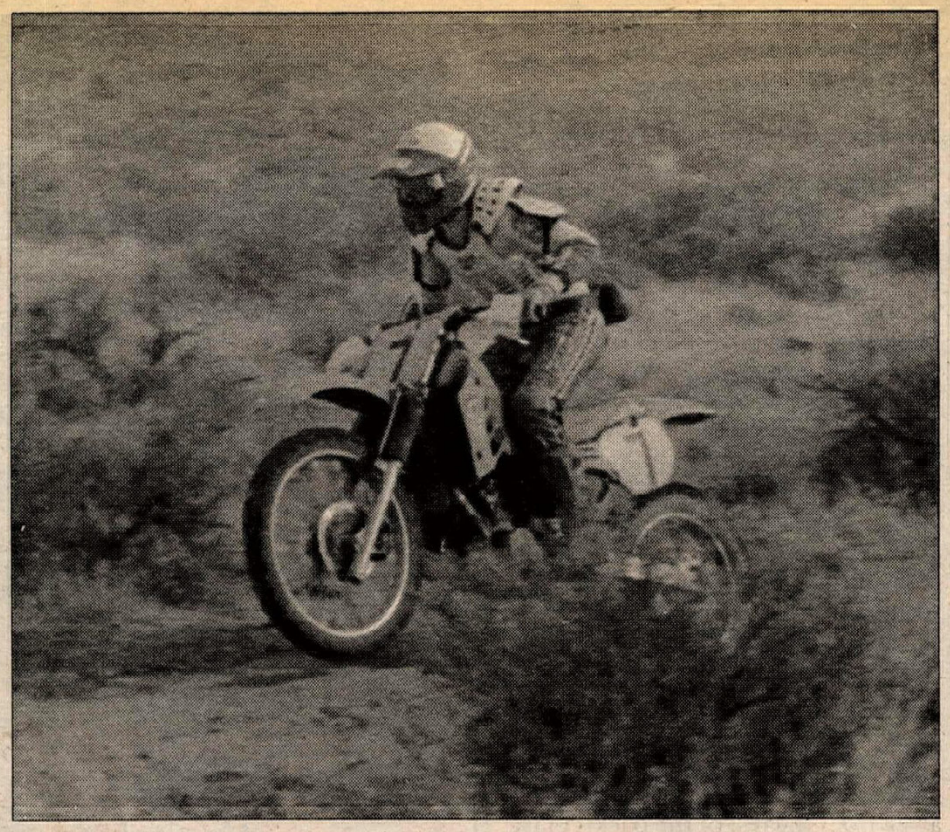

## Harley Davidson FXLR

| | |
|---|---|
| Engine type | Air-cooled, V-twin, four-stroke |
| Bore x stroke | 88.8x108.0mm |
| Displacement | 1338.6cc |
| Compression ratio | 8.5:1 |
| Carburetor | (2) 38mm Keihin |
| Horsepower | 69@5000rpm |
| Torque | 82@3600rpm |
| Valves per cylinder | 2 |
| Starting system | Electric |
| Battery rating | 12 volt, 22 amp. hr. |
| Ignition | Electronic |
| Lubrication | Wet sump |
| Redline | 5200 rpm |
| rpm @ 60 mph | 2800 |
| Primary drive | Double row chain |
| Final drive | Belt |
| Gear ratios | |
| 5th | 3.370 |
| 4th | 4.160 |
| 3rd | 5.400 |
| 2nd | 7.450 |
| 1st | 10.930 |
| Frame | Double downtube |
| Rake | 29° |
| Trail | 4.22 in. |
| Front suspension type | Telescopic fork |
| Fork tube diameter | 39mm |
| Front wheel travel | 6.9 in. |
| Rear suspension type | Dual shock swingarm |
| Rear wheel travel | 3.0 in. |
| Front brakes | Disc |
| Rear brakes | Disc |
| Front wheel | Laced |
| Rear wheel | Disc |
| Front tire | MH90 x 21 |
| Rear tire | MT90 x 16 |
| Claimed dry weight | 575 lbs. |
| Overall length | 91.63 |
| Overall width | 31 in. |
| Overall height | 48 in. |
| Wheelbase | 63.13 in. |
| Fuel capacity | 4.2 gal. |
| Ground clearance | 5.25 in. |
| Seat height | 26.38 in. |
| Load capacity | 510 lbs. |
| Colors | Vivid black, candy brandywine, candy bronze, brandywine, crimson |
| Retail price | $9099 |

Lance McPhee powered his Open class Honda to first overall at the final round of AMA/D-36's 1987 Cross County Series at Lemmon Valley.



Duke Dowell, riding a 250 Suzuki, finished third overall, (second 250 Expert), to claim the 1986 D-36 Cross Country championship.



Second overall (first 250 Expert) at the Nevada "Monster Run" was claimed by Honda-mounted Ed Marchini.

## D-36 Cross Country Series: Final round

# McPhee's battle, but Dowell's war

**By Bill Spencer**

RENO, NV, NOV. 23

It all boiled down to the last race of D-36's cross country racing season — a double pointer with three riders in the hunt at the Monster Run, held in the Lemmon Valley desert area just north of Reno. Duke Dowell and his Diablo Sport-Cycle Suzuki RM250 held a tenuous 22-point lead over Lance McPhee with Ed Marchini just one more point with the title very much up for grabs.

"We all came here knowing what we had to do," related Dowell who would attack the race as he would any other during the previous 19 events on his Dave Harris-tuned RM250. McPhee brought out his Walnut Creek CR500 Honda, while Marchini kept pace on his regular CR250 Honda.

With dry conditions prevailing and morning temperatures in the teens, a good crowd was on hand for the three-hour race with Scott Henry's M-Star the first to the smoke bomb. Dave Porter was the first rider by the camp site with Marchini mired in the dust but close to McPhee and Dowell. McPhee had won the last two races and was a natural for this event. Porter never made a lap, returning to camp with a busted heim joint on the rear brake stay.

McPhee finished the first lap in just over 32 minutes with a two-minute, five-second lead on Dowell and Marchini. Right behind was Greg Searle, Mike Harper and Jon Almberg. Jeff Irwin and his Interlink/Sun River Cycle Husky was back in 12th, and he wasn't liking the dust very much, while Alan Berluti limped in with a flat tire. John Dotson kept the Brown brothers at bay with Kevin leading Darroll, and Eddie Diaz found himself in front of Ken McKenzie.

Starting the third lap, McPhee slowed as he went by the gas stop, taking off the gas cap and looking inside. But he didn't stop on what appeared to be a very low level of fuel. He decided it was enough and wheelied off into the desert with a two-minute lead on Dowell, Marchini and Harper, who got by Searle.

McPhee pitted before starting lap four, but the Red Neck Rooster crew wasn't happy about the gas situation and brought him back in on the next lap. His lead was becoming monumental as both Harper and Searle were second and third with Marchini some 20 seconds ahead of Dowell. "We came up on some traffic in a difficult place to pass," said Dowell. "I didn't want to banzai through and knock anybody off. I don't feel real comfortable in the dust and so I got passed. I knew that the championship would be gone if I stayed there, so I really buckled down when we got on a fire road."

McPhee returned for the last splash of gas still leading by some three minutes with Marchini second with Harper pitting nearly five minutes back, and Dowell back to fourth but out of the points battle in that position.

McPhee started his last lap with a four-minute lead on Marchini, while Dowell came by another two minutes back with Harper missing for some two more minutes. "The best sight of the day was when I came up on Harper," stated Dowell. "He was sitting on the seat, rather than standing up and I knew he was having some troubles."

With the checkered flying, Lance took the win with ease with Marchini second about five minutes back. Dowell came in some 30 seconds back with a lot of people indicating that he had won the war and Mac Robertson displaying the number one sign on his pit board. Harper was just another 30 seconds back so the title chase turned out to be a very close one.

"I want to thank Diablo Sport-Cycle and Hi-Point Racing along with Metzeler, RK Chain and Jim Clapp, and A & A Racing's Chris Carter for their support. HRP gave us $500 worth of merchandise to distribute to today's event and so thanks to Steve Johnson for their help for the District," said Dowell. After some champagne toasting and congratulations shared, it was off to Boomtown and some gambling with only a short three week break before the season starts on December 14.

The class breakdowns had McPhee the overall and first in Open Expert, while Searle held on for second Open Expert on the Rich Thorwaldson, Big Valley Honda/EP Performance special. Kevin Brown and brother Darrol took third and fourth with Dave Bertram fifth in class over Eddie Diaz.

Marchini had second overall and first 250cc over Dowell and Harper with Sven Stillmonk over John Dodson and Conrad Stitser. Jerry Brown topped the OT Expert with Walt Feyling second. John Day brought in his Cagiva for third over Rich Christian and Jack Coulombe.

Dana Boyed brought in his four-stroke Husky for first Open Junior over Paul Funaro with Dan Ingram third. Mike Hodges topped the 250cc Junior on his EP Perm/Nevada M/C Special KTM with Joe Carter second. •

### Results

OVERALL: 1. Lance McPhee (Hon); 2. Ed Marchini (Hon); 3. Duke Dowell (Suz); 4. Mike Harper (Hon); 5. Sven Stillmonk; 6. Greg Searle (Hon); 7. Kevin Brown (Hon); 8. Darrol Brown (Hon); 9. Dave Bertram (Hus); 10. John Georgette (Yam).

# Schmit, Warren, Keller smoke Raceway Park MX

**By Rosanne Lukaitis**

ENGLISHTOWN, NJ, OCT. 18-19 Kawasaki riders Donny Schmit and Ed Warren together with Honda-mounted JoJo Keller took the Expert classes by storm in one of the most prestigious races held at Raceway Park — the 10th Annual Kawasaki Motocross Race of Champions.

In the 125cc Expert class main, 40 top-notch racers waited for the gate to drop. Ron Tichenor jumped out to an early lead by grabbing the holeshot. Heading into the back of the track Schmit took the lead with Warren in second and Tichenor in third. Warren jammed to the inside line of the supercross section and Schmit went wide leaving Warren out in front, but soon after, Schmit stole the lead back. Schmit, Warren and Tichenor sailed their Kawasakis away from the rest of the pack. A fast and furious pace was set and halfway through the moto, Schmit got held up by a lapped rider. This left the door open for Warren to move into the lead again and he never let go.

Sweeping the earlier heat race and the main, Warren took a first-place overall, while Schmit finished second; Tichenor third. With a 1-6 score Mike Jones took a fourth overall and Keith Bowen fifth.

An incredible amount of skill and energy erupted in the 250cc Expert main, when Schmit took an early lead and ran the moto wire-to-wire. Mickey Kessler and Tichenor, Jones, Keller and Jerry Seip kept Schmit in close sight going over the V.I.P. steps. It was hot dicing for the top positions, as they lapped slower traffic. At the finish it was Schmit taking the moto and first overall. Second place in the moto went to Keller but second overall with a 1-3 score was Kessler. Overall finishes were Keller third, Keith Bowen, Jones, Tichenor, Chris Fischer, Kurt McMillian, Greg Bowen and Sanford Buchalter in that order.

The final for the Open Expert class saw Keller taking the early lead with Kessler in a close second. Billy Liles moved into third in the supercross section and closed the gap on Kessler. Chip Anacher and Seip keeping the leader in close sight. Lap four had Keller still in the lead with Kessler on his rear tire, both of them pulling away from third place Liles. Halfway through the moto, Kessler had a 10-second lead over Liles and was only two seconds behind Keller. Moving up through the pack, McMillian and Stacy were positioning for fourth and fifth. The final moto finished with Keller out in front ahead of Kessler. Liles finished in third.

## Results

125 EX: 1. Eddie Warren (Kaw); 2. Donny Schmit (Kaw); 3. Ron Tichenor (Kaw).
OPEN EX: 1. JoJo Keller (Hon); 2. Mickey Kessler (Kaw); 3. Billy Liles (Kaw).
250 EX: 1. Donny Schmit (Kaw); 2. Mickey Kessler (Kaw); 3. JoJo Keller (Hon).
250 AM: 1. Scott Carpenter (Yam); 2. Eric Jordan (Yam); 3. Steve Crowe (Suz).
250 NOV A&B: 1. Brian Cunningham; 2. Brian Cavanaugh; 3. Joe Bisbee.
OPEN AM: 1. Rob Townsend; 2. Dan Green (Hon); 3. Dale Marks.
125 NOV B: 1. Greg Harmer (Suz); 2. Brian Miller; 3. Dave Bickunas (Kaw).
JR MINI: 1. Dave Yezer (Kaw); 2. Shawn Martin (Hon); 3. Damien Plotts (Yam).
SR MINI AM: 1. Brent Peterson (Kaw); 2. Charlie Morris (Kaw); 3. Billy Silvarole (Kaw).
SR MINI EX: 1. Steve Herman (Kaw); 2. Mike Dries (Kaw); 3. Ty Wallace (Kaw).
ADULT SR EX: 1. Dave Miller (Kaw); 2. Jay Irwin (Hon); 3. Ed Downing.
125 NOV A: 1. Chris Brennan; 2. Paul Hilaro (Kaw); 3. Dan Miller.
125 AM: 1. Mike Dries (Kaw); 2. Tim Limire (Kaw); 3. Tim Beachak.
ADULT SR: 1. James Henshaw; 2. Dave Roadarmel; 3. Joe Marino.
SUP SR: 1. James Haddow (Hon); 2. John Fahnestock (Hon); 3. Erv Brown.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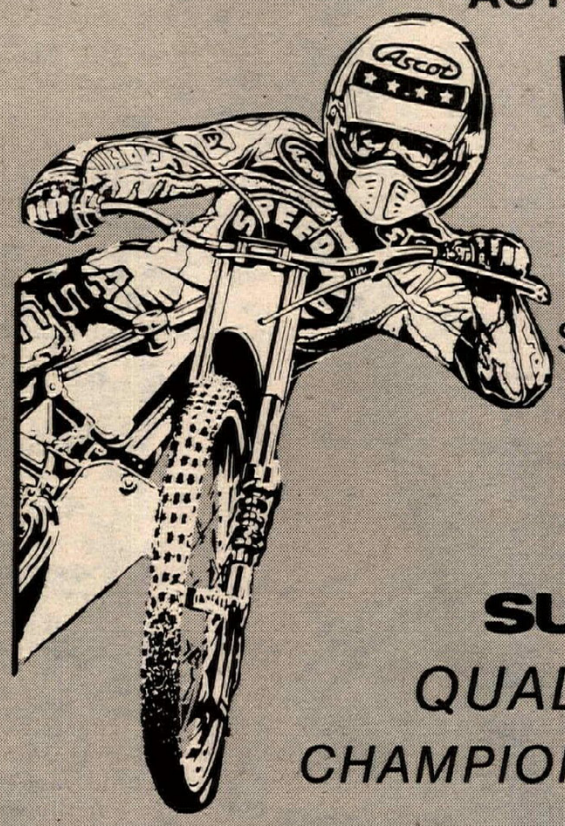
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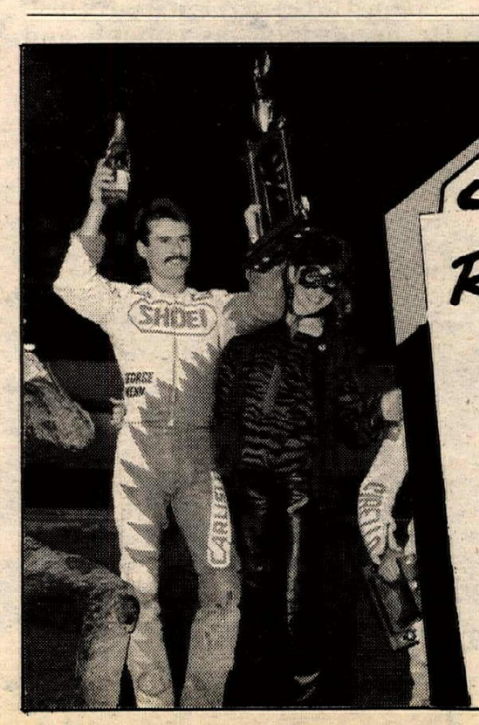
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PHOTO BY GARY CRIDER

**Billy Liles leads Suzuki's Bob Hannah in the 250cc Pro class at Secession MX in South Carolina. Liles and Hannah battled in both motos, but Liles picked up wins in both motos and the overall victory.**

# Liles, Hannah battle at Secession Motocross

**By Gary Crider**

ANDERSON, SC, NOV. 2

The AMA Pro-Am Regional MX at Secession MX Park saw Billy Liles and Bob Hannah square off for two motos of close racing in the 250cc Pro division. Liles came away with a perfect score after passing Hannah in the final seconds of moto two.

Rodney Barr and Mark Ashworth copped overall wins in the 125cc and Open Pro divisions, respectively. Over 200 riders, representing 11 states, were on hand for the event.

The first 250cc Pro moto started out with a bang as Robbie Taylor and Gerald Wood shared the holeshot and tried to occupy the same line through the first two turns. Their handlebar banging ended in a crash as the pair exited the second turn. Taylor was shaken-up and DNF but Wood remounted for an eventual seventh place finish.

Meanwhile, Barr took the lead and opened up a good lead. Liles and Hannah worked their way through traffic, and by the fourth lap, they had secured the second and third place slots, respectively, and were closing the eight-second lead held by Barr. One lap later, Barr found himself in third as the Liles/Hannah duo moved to the front. Liles held on in the remaining three laps to win over Hannah, Barr and Jeff Hicks.

Hannah took an early lead in moto two while Liles had to come from behind. Near the halfway mark, Liles dropped Ohio's Hicks to third and set his sights on Hannah. Liles followed closely for three laps, then saw his chance in the back section of the Hannah-designed course.

"I don't think Bob knew it was me behind him," said Liles. "I caught him alseep in a turn and dove under him."

In the remaining half-lap, Liles held on for the win over Hannah. Hicks finished a distant third to net third overall ahead of David Kelley.

Barr was unable to ride the second moto after re-injuring his ankle in 125cc action.

Barr notched a pair of hard-earned moto wins in 125cc Pro racing, shaking off a first turn spill at the start of moto one and winning a duel over Wood in moto two. Wood held on for runner-up honors ahead of Florida's Tommy Rios.

Open Pro action saw Liles take the lead away from Robby Neeley only to DNF on the last lap with mechanical problems. Neeley took over to win ahead of Ashworth.

Liles ran away with the second moto win while Ashworth made a heroic effort, holding on to second position despite a badly twisted knee. Ashworth claimed top overall honors over Neeley.

Rusty Sayres returned to action after a layoff due to knee surgery and won the 125cc B division via his 5-1 rides. First moto winner Damon Bradshaw DNF moto two while Jeff Leachmon took a second place finish to net second overall.

Sayres won the first 250cc B moto but had problems in the final and had to settle for third overall. Eddie Almond posted 3-1 to earn top gold over Rodney Orr. Florida's Orr returned in Open B action and won both motos.

Tracey Barnett was hot in the first Senior Mini moto as he stormed from fifth position to close the gap on leader William Mutimer. On the second lap, Barnett tried to pass over a double jump.

"As I started up the jump," said Barnett, "it looked like I might land on William, so I backed off the gas."

Barnett crashed into the second jump and was sidelined for the day. Mutimer rode on to win both motos over Ryan Dean of Florida.

## Results

65 MINI: 1. Richie Horton (Kaw); 2. Phil Hayes (Hon); 3. Vince Hardy (Kaw).
JR: 1. Matt Shue (Yam); 2. James Hardy (Kaw); 3. Jeff Hensley (Hon).
SR: 1. William Mutimer (Kaw); 2. Ryan Dean (Yam); 3. Jake McClure (Kaw).
125 YTH: 1. Mike Fraylick (Yam); 2. Jeff Mitnitsky (Hon); 3. Shane Kennedy (Yam).
125 C: 1. Paul Cline (Hon); 2. Chris Tucker (Yam); 3. Gabe Gaddis (Hon).
250 C: 1. Bobby Dilbert (Hon); 2. Stephen Edwards (Kaw); 3. Daniel Bell (Suz).
125 B: 1. Rusty Sayres (Hon); 2. Jeff Leachmon (Hon); 3. Jason Coleman (Hon).
250 B: 1. Eddie Almond (Kaw); 2. Rodney Orr (Hon); 3. Rusty Sayres (Hon).
OPEN B: 1. Rodney Orr (Hon); 2. John Trissel; 3. Rhett Smith (Hon).
SR (30+): 1. Robby Neeley (Kaw); 2. Jeff Carter (Kaw); 3. Steve Lewis (Yam).
125 PRO/AM: 1. Rodney Barr (Kaw); 2. Gerald Wood (Yam); 3. Tommy Rios (Yam).
250 PRO/AM: 1. Billy Liles (Kaw); 2. Bob Hannah (Suz); 3. Jeff Hicks (Hon).
OPEN PRO/AM: 1. Mark Ashworth (Yam); 2. Robby Neeley (Kaw); 3. Tim Terry (Hon).

# Gerrish wails at Woodland Scrambles

**By Derryl Anderson**

WOODLAND, WA, NOV. 9

Kawasaki-mounted Eddie Gerrish won five out of six motos, today, to claim both 125 and 250cc class wins at Woodland Motocross Park's scrambles racing.

In the first 250cc moto, Gerrish grabbed the holeshot ahead of Reed Eilts, Curtis Holum, Adam Sabedra, Craig Hall, Barry Swires, Darryl Chambers and Ken Swires. By the second lap, Gerris had built up a 15-yard lead over Eilts, who held a comfortable margin over Holum. By the end of the race, it was Gerrish taking the win about 30 yards over Eilts, then followed Holum, Sabedra and Swires.

Sabedra took the early lead in the second moto overr Eilts, Gerrish, Holum and Barry Swires. It didn't take long before Gerrish had taken over second place and started pressuring the leader Sabedra, while Eilts bailed and quickly restarted.

Gerrish pressured Sabedra in every turn and almost crashed one time in turn four. In all the turns, Gerrish tried the low lines but couldn't get by. At the finish, it was Sabedra out in front followed by Gerrish, Barry Swires and Hall.

The final moto had Sabedra once again taking the early lead but slid out in turn four, giving Gerrish the lead. Gerrish went on to win and take the overall ahead of Holum, Hall, Eilts, Barry Swires, Sabedra and Ken Swires.

Gerrish had no problems in the first 125cc race, leading from start to finish over Rick Smith.

Round two, however, Smith nailed the holeshot ahead of Gerrish, and the two battled closely throughout the race. It wasn't until halfway through the final lap that Gerrish snuck underneath Smith to take the second-moto win.

The start of the third and final race saw Gerrish and Smith side-by-side with Smith edging ahead of Gerrish over a straightaway jump, but Smith went wide in the following turn and Gerrish dove inside to take the lead for good. George Holum moved up late in the race to challenge Smith but spun out, ending his drive.

## Results

WEE PEE WEE: 1. Joshua Harris; 2. Tyler Manley; 3. Bridget Harris.
PEE WEE: 1. Mike Fetty.
MINI: 1. Ryan Anderson.
125: 1. Eddie Gerrish; 2. Rick Smith; 3. George Holum.
250: 1. Eddie Gerrish; 2. Curtis Holum; 3. Reed Eilts.
OPEN: 1. Mike Niday.
4-STRK: 1. Rick Mscichowski; 2. Jerry Hicks.

# Monterey ST win to Iwanaga

**By Mike Vancil**

MONTEREY, CA, NOV. 1

Paul Iwanaga was again the star of the show when he parlayed a heat race win and a first choice of grid position in the final choice of grid position in the final to victory over 12 Experts at the short track at Monterey County Fairgrounds.

On the green light start of the final, Iwanaga was off the pole like a shot and had the inside line at the first corner. While others were banging and bumping in the traffic Iwanaga was setting up to pull away from second placer P.J. Sanchez. All the racers were a bit on edge anyway for the race had to be restarted after Sanchez, Steven Raymond and Robert Damron all went down in the first corner.

All made it back to the grid and it was Sanchez who came off the crash with the greatest desire to win. Iwanaga was pitching his Gilroy-based Honda four-stroke machine into the corners a considerable distance prior to the corner and was reaping dual benefits from that race plan. He was effectively blocking the groove by being sideways and he was also able to square off the turn and accelerate more quickly that he would have been able to using a later entry into the corner. The sponsors of Iwanaga — Lee Racing, T.I. Landscaping, Richard Braquet Racing and Gilroy Honda — must be quite proud of their racer for he has been the winningest Expert in the High Point Series promoted by R&D Enterprises.

Sanchez was two lengths behind Iwanaga at the checkers and very, very busy holding off a hard charging Kurt Chandler, who is sponsored by his brother, Camel Pro performer Doug Chandler, and by Dan Moore & Sons Motorcycles.

Star performer in the Junior ranks on this evening was young lion Rick Smith, who is sponsored by Bill Grove and Son Trucking, C&M Motors and Ricks Fiberglass. In 36 laps of racing Rick never saw the back of a competitor unless he was lapping him! He was able to dominate both his eight lap heat races in the 250cc and 500cc classes and did the same in each of the

10 lap finals. For the 250cc assignment Smith selected a well prepped Kawasaki and in the 500cc division he was aboard a Suzuki four-stroke.

In the 250cc final Jimmy Higuera didn't get to figure into the results for he crashed early and got a DNF on the evening. Kendel Grove was trying to put his Kawasaki into position to capture the lead if Smith were to make a mistake. In some prior events Smith has gotten into a corner too hot and hit the dirt but such an error was not in the cards for this evening. Grove and Smith not only ride the same brand machine; they both reside in Salinas and share the same sponsors. At the checkers it was Smith three lengths in front of Grove who enjoyed a similar spacing over Steve Stewart.

In the 500cc final, Smith was able to use the same plan and style to gain the same result but he had a tougher time with challenger Danny Cahoon and his Honda than he did in the quarter-liter final.

When the checkers came out it was Smith the winner by about a half a bike length over Cahoon. Joe Carrera brought his Richard Braquet Racing and West Coast Landscaping sponsored Suzuki in for third place.

### Results

PEE WEE 50 (4-6 YRS): 1. Junior Alvernaz (Yam).
PEE WEE 50 (7-8 YRS): 1. Curtis Peebles (Yam); 2. Helder Alvernaz (Yam).
MINI 60 NOV: 1. Don Hart (Kaw).
MINI 60 JR: 1. Martin Montes (Kaw).
MINI 80 NOV: 1. David Sanchez (Yam).
MINI 80 JR/EX: 1. Jake Zemke (Yam); 2. Michelle DiSalvo (Hon).
250 NOV DIV 1: 1. Jeff Wenger (Hon); 2. Keith Watts (Hon).
250 NOV DIV 2: 1. Dennis Hannel (Suz); 2. Louis Canepa (Kaw).
250 JR: 1. Rick Smith (Kaw); 2. Kendel Grove (Kaw).
500 NOV DIV 1: 1. Lawrence Greene (Hon); 2. David Greene (Yam); 3. Elmiro Alvernaz (Yam).
500 NOV DIV 2: 1. Al DeHoyos (Tri); 2. Gary Braquet (yam); 3. David Fatland (Yam).
500 JR: 1. Rick Smith (Suz); 2. Danny Cahoon (Hon); 3. Joe Carrera (Suz).
500 EX: 1. Paul Iwanaga (Hon); 2. P.J. Sanchez (Rtx); 3. Kurt Chandler (Hon).

## *Bragg bags Kentwood HS*

**By Karen Kemp**

KENTWOOD, LA, NOV. 9

Open Expert class winner David Bragg turned the fastest lap time at the sixth and final round of the Louisiana State Hare Scramble Championship Series. Kawasaki-mounted Bragg had over one minute on the second best time which was logged by Yamaha rider Jeff Plunkett. Plunkett won the AA Expert class with Roger Bailey a close second aboard his Honda.

Plunkett said, "I had a bad day, I kept falling too much." Plunkett took the lead from Bailey at the end of their fourth and final lap on the 11-mile course.

The Louisiana Trail Riders Association could not have had better weather and course conditions for the 94 riders that showed up after rain had covered most of the state. The trails were perfect except for a couple of slick spots and about three mud holes that were easily passable.

At the end of the race day, series final points standings had been tallied and the awards ceremony for the Louisiana State Champions was held. The champ in each class received a beautiful blue satin jacket and a plaque for their achievement. Second and third place finishers received jackets.

While final point standings were being tallied, a drawing for door prizes was held. Local motorcycle shops donated these prizes and their contributions were greatly appreciated.

Special thanks to Chris Sellars for organizing and keeping the series going. Thanks to the Louisiana Trai'


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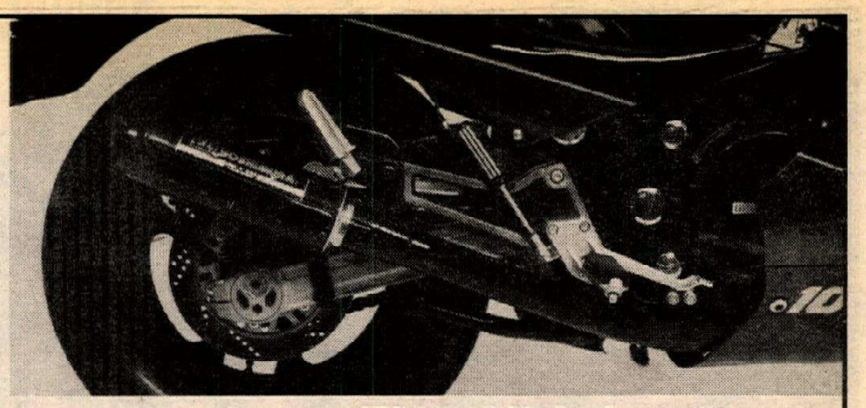

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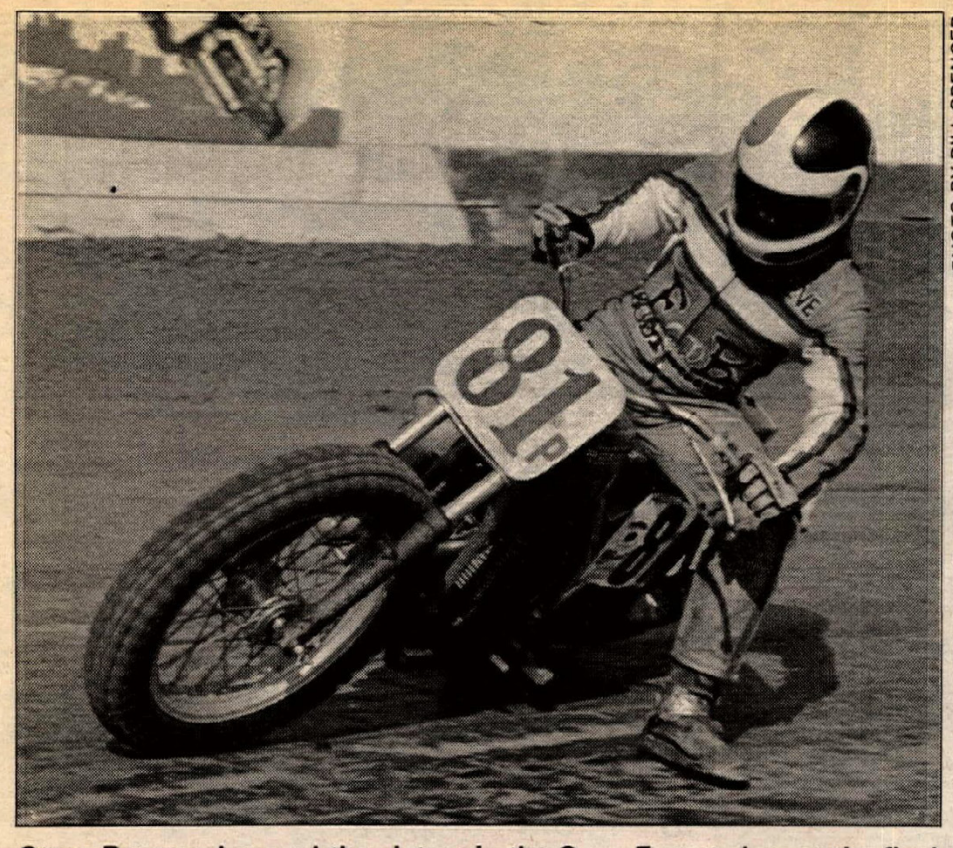

PHOTO BY BILL SPENCER

**Steve Raymond scored the victory in the Open Expert class at the final short track race of the season at Baylands Raceway in California.**

Riders Association, Riverside Motorcycle Park, Dusty Wheels M.C., Stuck Throttle M.C. and the Monroe Dirt Riders for making the series possible.

### Results

AA EX: 1. Jeff Plunkett (Yam); 2. Roger Bailey (Hon); 3. Larry Taylor (Yam).
OPEN EX: 1. David Bragg (Kaw); 2. David Hall (Hon); 3. Larry Larmeu (Hon).
200 EX: 1. Kevin Taylor (Kaw); 2. Charlie Parks (Kaw).
INT EX: 1. Ricky Foster (Hon); 2. John Smith (Kaw).
OPEN NOV: 1. Lee Fugler (Hon); 2. Jimmy Bordelon (Hon); 3. Roderic Ryan (Kaw).
250 NOV: 1. James Burgard (Hus); 2. John DeLee (Hon); 3. Frank Nugent (Hon).
200 NOV: 1. Boyd Guepet (Kaw); 2. Doug Kadrovach (Kaw); 3. David Trombley (Kaw).
125 NOV: 1. Kelly Angelette (Suz); 2. Dwight Wheat (Kaw); 3. Matt Mathews (Hon).
INT NOV: 1. Warren Sciortino (Hus); 2. Jim Chabina (Hon); 3. Gordon Allen (Hus).
SR: 1. Ellis Johnson (C-A); 2. Dan Witt (Yam); 3. Ron Steagall (Kaw).
WOMEN: 1. Darlene Morris (Kaw); 2. Jane Hoyman (Kaw); 3. Alan Richardson (Kaw).
JR: 1. Jason Reine (Hon); 2. Paul Steagall (Hon); 3. Marty Bunch (Suz).
MINI: 1. Bobscat Smith (Hon); 2. Larry Peevy (Kaw); 3. Randy Rector (Hon).
MICRO MINI: 1. Jason Taylor (Kaw); 2. Chip Bunch (Kaw); 3. Jeremy Parker (Hon).
OPEN BEG: 1. Brian Gatzman (Hon); 2. Rick Dichiara (Hon); 3. Wayne Gill (Yam).
200 BEG: 1. Joe Robinson (Kaw); 2. Bruce Nugent (Suz); 3. Donnie Distefano (Kaw).
FINAL POINT STANDINGS
AA EX: 1. Jeff Plunkett (400); 2. Bo Chaney (240); 3. Manny Garza (215).
200 EX: 1. Kevin Hutchinson (460); 2. Glen Romero (260); 3. (TIE) K. Taylor/P. Drew (100).
OPEN EX: 1. David Bragg (400); 2. Arnold DeLee (380); 3. Mark Jamroz (360).
INT EX: 1. Joe Burnham (360); 2. John Smith (26); 3. Jack Warner (140).
125 NOV: 1. Dwight Wheat (340); 2. Kelly Angelette (305); 3. Robert Wise (220).
200 NOV: 1. Boyd Guepet (280); 2. Ronnie Battillo (260); 3. Karen Kemp (355).
250 NOV: 1. Frank Nugent (460); 2. John DeLee (420); 3. James Burgard (320).
OPEN NOV: 1. Lee Fugler (500); 2. Roderic Ryan (250); 3. Danny Rowe (180).
INT NOV: 1. Jim Chabina (380); 2. Raymond Battillo (285); 3. Warren Sciortino (280).
WOMEN: 1. Gwen Bailey (500); 2. Darlene Morris (260); 3. Jane Hoyman (240).
JR: 1. Marty Bunch (440); 2. Paul Steagall (280); 3. Scotty O'Neal (200).
SR: 1. Ellis Johnson (500); 2. Manuel Garza (160); 3. TIE) Dan Witt/F. King (120).
MINI: 1. Bobscat Smith (440); 2. Larry Peevy (420); 3. Randy Rector (270).
MICRO MINI: 1. Chip Bunch (440); 2. Jason Taylor (400); 3. Jeremy Parker (120).

## Raymond rips Baylands ST

**By Bill Spencer**

FREMONT, CA, NOV. 16

Steve Raymond was on the gas tonight at Baylands Raceway Park for the finale of the outlaw short track season. Raymond led the Open Expert semi-pro class from the drop of the green flag and never looked back. Despite continued dry conditions, a good crowd was on hand with lots of pee wee racers.

Hector Alvarez topped the dozen pee wee's in a race that saw lots of passing in the opening laps. Shawn Russell and Dave Lopez opened up the 10 lapper with some position swapping along with Jr. Alvarez and Jeff Gabhart. It wasn't until the last few laps that Hector opened up a bike length lead over his big brother Jr.

Jake Zemke continues to dominate in the Mini division winning easily on his Shoei-backed YZ after an early lap battle with Billy Luker on the Custom Car Stereo special and Bobbie Stevenson in third on the Fast's Palo Alto Yamaha. Lou Canepa didn't have the heat race of the 250cc Novice the way he wanted it, but he looked good in the main and took the win over Armando Alverez and Perry Land. Ant Mitchell topped the 250cc Junior/Expert over Raymond's Can-Am.

A good 500cc Novice show saw Russ Panelli win over Elmiro Alvernaz and Jeff Elgersma and Canepa fourth on the Road Rider Accessories special. Albert DeHoyos returned to the racing scene after some years off with his BSA 441 Victor and scared the kids for awhile, running second, but slipped off the groove to fifth. Cory Perreault held the line well in the 500cc Junior main to score the win for the JD Soto/West Coast Fence team. Jimmy Sanchez chased Perreault all the way and Marty Aglibot took third.

The Open show was a combined, semi-pro affair with 14 entries and out of the hole it was Raymond on the ex-Alex Jorgensen Can-Am in the lead. The youngster held the corners well and was never headed, missing out on some fine action behind him. The hot guy of the last few months has been Rob Damron on the Damart KTM four-stroke. He will pick up the top black plate in District 36 competition, but was unable to make any serious challenges for the win in today's main. He ran in sixth for most of the distance, until he came up under Perreault and Larry Silva. Damron got by them quickly, but still ended up in fourth. Kerry Puccio brought the Puccio Welding Honda home for second over Jimmy Sanchez, then Damron.

### Results

PEE WEE: 1. Hector Alveraz (Yam); 2. Jr. Alveraz (Yam); 3. Shawn Russell (Yam).

**Class winner Lonnie Blackburn (15) battles with Scott Copeland (51) and Rob Cassube (12) in 125cc C class action at Marion County's MX.**

MINI: 1. Jake Zemke (Yam); 2. Billy Lukr (Kaw); 3. Rob Stevenson (Yam).
250 NOV: 1. Louis Canepa (Kaw); 2. Armando Alverez (Kaw); 3. Perry Land (Yam).
250 JR/EX: 1. Ant Mitchell (Hon); 2. Steve Raymond (Rtx); 3. Randy Cechetto (Hon).
500 NOV: 1. Russ Panelli (Yam); 2. Elmiro Alvernaz (Yam); 3. Jeff Elgersma (Yam).
500 JR: 1. Cory Perreault (Yam); 2. Jimmy Sanchez (Yam); 3. Marty Aglibot (Yam).
OPEN SEMI-PRO: 1. Steve Raymond (C-A); 2. Kerry Puccio (Hon); 3. Jimmy Sanchez (Yam).

## Latina tops Marion County MX

**By Gwen Millan**

REDDICK, FL, NOV. 5

Josh Latina topped the Mini B class in today's racing at Motocross of Marion County. Latina scored wins in both motos to take home the victory. The day was gorgeous for November making for a good turnout of riders, in addition the Mini classes were running for a money purse today making the race a little more interesting.

Taking the holeshot in the Mini B class was Latina, in second was Orange Park's Chris Coker and third was Travis Blackburn. Off and running hard, all three were riding Kawasakis and Latina's seemed to have the horsepower edge as he was clearly in charge. Meanwhile Coker, who only has one race under his belt in the past year, was losing ground as it appeared he was tiring, despite a good start. It wasn't much longer until Blackburn made the move that put him in second and Coker third. Lap after lap went by and Blackburn rode hard to make up lost time. Time ran out and Latina was the top money winner this moto, Blackburn and Coker second and third.

The last moto had Latina and Blackburn going at it hot-and-heavy with Latina holding the top spot. Coker was hanging on in third. The action between Latina and Blackburn was a push and shove affair for most of the moto. Blackburn stayed right on Latina every step of the way, hoping for a little mistake that would give him the lead, but it never came. Even with a double moto repeat it was a long ways from being boring. A decent race for all three with Latina taking the win and the overall; Blackburn was second.

The Mini Novice class was equally exciting. Trampas Bass grabbed the lead on his Yamaha, second was Richie Brooker on a Honda, in fact the class was made up entirely of Hondas with the exception of Bass. On the second lap Brooker got a chance to pass Bass and did it. On the third lap Kyle Myers also made a dynamic move that gave him second, ahead of Bass.

The white flag lap saw Bass taking back his second place, but as the last lap went on they were battling intensely. At the checkered flag they were super-close and Myers edged out Bass for second. Brooker took the win.

The last go round was Brooker the winner again, Myers, Marx, Bass and Millan finishing out the top five. Bass was out of the race on lap three with bike problems.

### Results

60: 1. Josh Latina (Kaw); 2. Donny Mason (Kaw); 3. Keith McQuaig (Kaw).
PEE WEE: 1. Richard Ingle (Yam).
MINI A: 1. Ernie Millan (Hon).
MINI B: 1. Josh Latina (Kaw); 2. Travis Blackburn (Kaw); 3. Chris Coker (Kaw).
MINI C: 1. Richie Brooker (Hon); 2. Kyle Myers (Hon); 3. Robert Marx (Hon).
125 A: 1. Mike Laney (Kaw); 2. Gary Paul (Kaw).
125 B: 1. Lonnie Tucker (Hon); 2. Troy Coker (Kaw).
125 C: 1. Lonnie Blackburn (Kaw); 2. Rob Cassube (Hon); 3. Scott Copeland (Hon).
250 A: 1. Mark Peterson (Hon); 2. Alan Lucy (Hon).
250 B: 1. Mark Thomas (Hon); 2. Ernie Swann (Hon).
250 C: 1. Bill Kasavage (Hon); 2. Jim Gruenwald (Kaw); 3. Randy Pope (Hon).
OPEN B: 1. Arty Coker (Yam); 2. Scott Taylor (Hon).
OPEN C: 1. Daryl Thiel (Yam); 2. Johnny Ingle (Mai).
SR: 1. Ernie Millan (Hon); 2. Robert Proctor (Hon); 3. Robert Dare (Kaw).

## Kelley conquers Echeconnee MX

**By H. Bone and G. Crider**

MACON, GA, NOV. 9

David Kelley turned in a spectacular performance at Echeconnee MX as he scorched the track enroute to a perfect score in 250cc/Open Pro racing.

Yamaha of Prattville, Alabama-backed Kelley holeshot both motos leaving Rick Lindell, Keith Fox and Tommy Martin in his wake to battle for runner-up honors. Lindell came out on top, finishing second both times while Fox and Martin took a third place finish each.

The 125cc Pro division saw Danny Payne and Sean Dukes wage war all day. Payne took the first moto holeshot with Ricky Palmer, Dukes, Lindell and Martin in close tow. Dukes quickly dispatched Palmer and soon erased Payne's lead. Payne held Dukes at bay until the last lap when Dukes saw his chance and went by Payne in a turn. Payne, however, stayed close and, going into the final corner, Dukes fell, giving the win to Payne. Dukes remounted to finish second

with Martin following closely in third.

Moto two looked like it was going to be a carbon copy of the first as Payne showed the way at the start while Dukes dropped Palmer to third in the early minutes to battle with Payne for the lead. Martin charged from fifth to third and trailed the Payne/Dukes duo by only a few seconds. On the fifth lap, however, Dukes, then Martin, went down, leaving Payne out front alone to win with a perfect score. Palmer finished second while Dukes remounted to claim third place cash.

In fierce 250cc C class action, David Wall grabbed the first moto holeshot with Gerogia Fall Series Champion Brad Jimison and Marc Waddle close behind. The order held until the last lap when Waddle swept past Jimison and Wall in the bottom section of the track to take the win. Wall held on to finish second over Jimison.

Waddle was unable to start the second moto due to injuries suffered in a 125cc C class crash. Freewheeling Honda's Jimison leapt to the moto win to net top honors after holding off a late-moto charge from Wall. Jimison came back to take the 125cc C division victory.

### Results

JR CYC: 1. Ryan Reynolds (Kaw); 2. Patrick Hizel (Kaw); 3. Dwayne Bone (Kaw).
JR: 1. Ezra Lusk (Kaw); 2. Matt Shue (Yam); 3. Nathan Bissette (Kaw).
SR: 1. Ezra Lusk (Kaw); 2. Tony Young (Kaw); 3. Brock Bullard (Yam).
125 C: 1. Brad Jimison (Hon); 2. Tommy Bilz (Hon); 3. Tony Bishop (Kaw).
250 C: 1. Brad Jimison (Hon); 2. David Wall (Yam); 3. Michael Henderson (Hon).
125 B: 1. Rob Hanson (Yam); 2. Todd Neal (Hon); 3. Ashley Epps (Hon).
250 B: 1. Jeff Leachmon (Hon); 2. Malcomb Quehl (Kaw); 3. Randy Hooks (Hon).
OPEN B: 1. Kevin Brule' (Yam); 2. Bill Earle (Kaw); 3. Chad Young (Yam).
SR 30+: 1. Malcomb Quehl (Kaw); 2. Kenny Hall (Hon); 3. Tommy Smith (Kaw).
ENDURO: 1. Milton Garner (KTM); 2. Jimmy Pinson (KTM); 3. John James (KTM).
125 PRO: 1. Danny Payne (Hon); 2. Sean Dukes (Hon).
250/OPEN PRO: 1. David Kelley (Yam); 2. Rick Lindell (Yam).

## Moen wins Wild Wizard Chase HS

**By Bob and Diane Bell**
PLASTER CITY, CA, OCT. 19

Lemon Grove Yamaha/Suzuki/KTM-sponsored Tom Moen took his KTM 500 to the overall win at the AMA District 38 Tankslappers Wild Wizard Chase Hare Scrambles. Running second the whole race to Moen was Honda-mounted Todd Barnhill, putting in his best performance ever and serving notice to the top guns that he has arrived.

The course started down a three-mile sandwash, then cut cross country using old courses and trails which made for very fast laps. The leaders were turning the 19.2 mile course in just over 22 minutes. This average speed of over 52 mph favored the Open class bikes, or so it seemed.

On the start, Moen jumped off the line and began pulling away immediately. With clear sailing, he figured he'd have an easy time as he made dust for everyone else, but Senior class rider Jack Neeley and his M-Star shot past a stunned Moen. "I couldn't believe how fast he was going; that bike must be geared incredibly high," said Moen after the race.

Just past the bomb, Moen retook the lead and began riding like a man possessed. "Whenever you're in the lead, you think someone is going to get you, so I rode hard the whole race." Steve Walker, Moen's closest competitor, crashed hard on the first lap and broke his Honda's triple clamps, slowing his pace and forcing a long pit stop to repair the damage.


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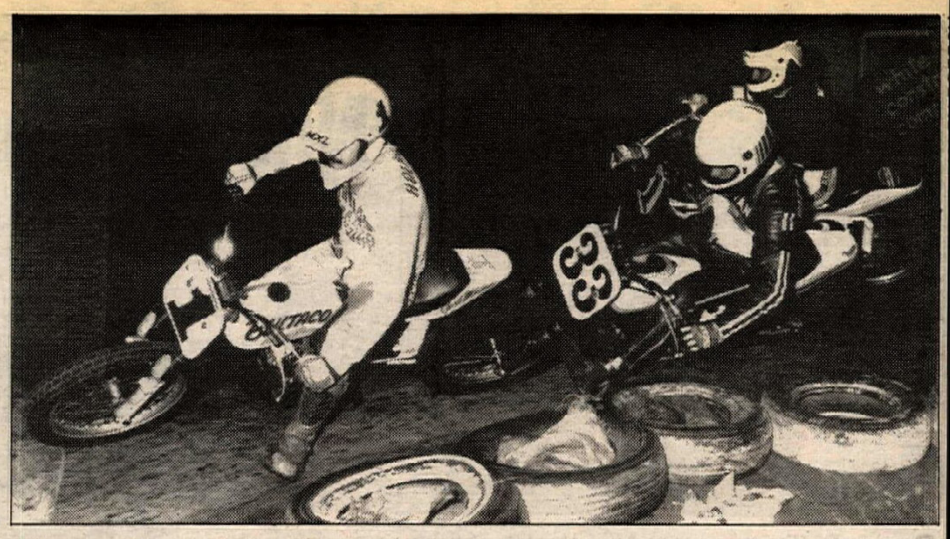
PHOTO BY PHYLLIS APONE

**Alan Gravitt pilots his KTM through the woods on his way to the overall victory in the Gobbler Getter Enduro in Alabama.**



**Winner Jim Hollister (1) leads Charlie Majeski (31) and Van Rittenhouse (33) in the 360cc final at the Timonium indoor short track.**

At the end of the first lap, Moen held a three-minute lead over Barnhill who was followed closely by the first 250cc rider, Todd Kennedy. Fourth and fifth overall belonged to Rob Nolin and Bruce Taylor, both on 125s.

Moen continued his pace, building up a lead of over five minutes at the finish. Barnhill went uncontested for second overall. "This was my best race yet, I got a second kick start and passed a lot of people down the sandwash," said Barnhill at the finish. Charlie Walker rounded out the top three in the Open class and took the Amateur win at sixth overall.

In the 250cc class, Kennedy maintained his third overall most of the race except for the second lap. "Taylor came by me wide open in the dust with my feet off the pegs. I followed him into the pits, then passed him down the sandwash and took off," Kennedy said. From there on, he was all by himself taking the class win and third overall.

Second in the 250cc class went to points leader Rheynard Morgan at eighth overall. "I didn't get a good start and spent the whole race trying to catch up, the course was so fast that it was hard, said a frustrated Morgan. Richard Domeno got an excellent start and hung on to take the 250cc Amateur win at 10th overall.

Bruce Taylor's only chance to catch Bob Bell in the 125cc class points is to win all the remaining races. His riding reflected this fact as he followed early leader Nolin on the first lap then blitzed by into the lead. Taylor was on the ragged edge as he inched into third overall for a short time before settling into fourth overall and running away with the class win. Nolin, who never saw Taylor pass, rode a conservative second lap assuming he had the lead. Once he was alerted of the situation it was too late and he had to settle for second, one minute behind Taylor. Wes Enz rode a smooth consistent race, holding off a late charge by Bell for third in class, first amateur.

### Results

OVERALL: 1. Tom Moen (KTM); 2. Todd Barnhill (Hon); 3. Todd Kennedy (Yam); 4. Bruce Taylor (Hon); 5. Rob Nolin (Yam); 6. Charlie Walker (Hon); 7. Mike Barnhill (Hon); 8. Rheynard Morgan (Yam).

## Gravitt grabs Gobbler Getter Enduro

**By Phyllis Apone**

MAPLESVILLE, AL, NOV. 2

Allen Gravitt riding a new 1987 KTM 250 MX masterfully overalled round eight of the SETRA Enduro Series. Today's race was also co-sanctioned with SERA and AMA.

The first half of the enduro with its wide open trails seemed too easy and many riders and pit crews thought that this would be a very close and competitive run. Can-Am's John Fero took the early lead dropping zero points, followed by Allen Gravitt and Mitch McRee who only dropped one point each followed by many expert riders all dropping two points into checkpoint three.

The gas stop, at 32 actual miles was held back at the starting area with SERA and SETRA members each having their own areas for pit stops. It was from this point that the trails started to get tight with many pits to fall into and rugged uphills and steep downhills. The spectator point within these treacherous trails, just before the sixth checkpoint made the riders maneuver through the fire fields, where there were many downed trees, logs and roots to grab bikes within their clutches. This area is where Fero became a victim of the many potholes and lost his lead to Gravitt, who managed to drop only seven points through the sixth checkpoint. George Waller Jr. and Bryan Adams each dropped eight points with Can-Am's Joey Hopkins and KTM's Bob Shillinger close behind them, only nine points down. Tired and thirsty and needing gas, many riders found help at this reset where Vickie Roberts was awaiting with water and gas to help out.

The top three finishers in the AA class were all SERA riders whereas SETRA members trophied in most of all the other classes and took the overall.

In the Open A class George Waller Jr. just beat out Hopkins for first place and second overall. Hopkins trophied second place in this class and Terry Mealor on his Husky was third.

In the 250cc A class the war continues between Bryan Adams, Bob Shillinger and Greg Roberts on a Suzuki, which is also how these three contenders placed today. Shillinger is currently in the lead for his class' SETRA points, but Adams and Roberts are close enough behind to steal that lead at any time.

The prized overall B trophy went to Husky rider Darrell Cox again, keeping his lead over fellow Husky rider Dale Stegall who took first place in the Open B class. In the Senior A class Barry Higgins aboard his 1987 KTM kept his lead over Honda mounted Jim Ford. This is Higgins' sixth win in his class.

### Results

OVERALL: Allen Gravitt (KTM).
AA: 1. Jeff Plunkett; 2. David Jumonville; 3. Will Gilbert.
OPEN A: 1. George Waller Jr. (KTM); 2. Joey Hopkins (C-A); 3. Terry Mealor (Hus).
250 A: 1. Bryan Adams (Yam); 2. Bob Shillinger (KTM); 3. Greg Roberts (Suz).
200 A: 1. Keith Shelton (C-A); 2. Tommy Veator (Kaw); 3. Mike Grizzle (Kaw).
OPEN A INT: 1. Harry McCarson; 2. George Eaddy (Hus); 3. Darryl Moody (Hus).
WOMEN: 1. Jackie Kelly; 2. Robin Moore; 3. Karen Kemp.
OVERALL B: Darrell Cox (Hus).
OPEN B: 1. Dale Stegall (Hus); 2. Travis Hayes (Hus); 3. Robin Davis.
OPEN B INT: 1. Kevin Campbell; 2. GRant Brown; 3. B. Watkins.
250 B: 1. Frank Ramey; 2. Mark Dunaway; 3. Mike Taylor.
200 B: 1. Chris Yeager; 2. Tommy DAvis; 3. DAvid Barnett.
125 B: 1. Charles Bridges; 2. Stacy Hughey; 3. John Lamb.
100 B: 1. Corey Martin; 2. Scott Watkins.
200 B INT: 1. Phillip Henderson; 2. Mike Cantrell; 3. Jim Lee.
SR B: 1. John Parker; 2. Warren Wetmore; 3. Charles Britton.
OPEN C: 1. William Prosser; 2. Andy Garben; 3. John Garritt.
250 C: 1. Allen Brag; 2. Steve Meager.
200 C: 1. Brian Southern (Kaw); 2. Terry Trammell; 3. Stacy Pettit.
125 C: 1. Frank Ramey Jr. (Cag); 2. Dale Rogers (KTM); 3. Jimmy Allen (KTM).
4 STRK: 1. Sammy Paulk (Hon); 2. Fred Veator; 3. Gary Farmer.
SR A: 1. Barry Higgins (KTM); 2. Jim Ford (Hon); 3. Ed Gilbert.
SR C: 1. Jim Seals; 2. John Knell; 3. S.D. Jernigan.
SS: 1. Ken Keylon; 2. Jerry Herpole; 3. Mark Camborne.
JR: 1. Mathew Rayborne; 2. John Schidlemeire; 3. Eli Edwards.

## Hollister strikes at Timonium ST

**By Len Breech**

TIMONIUM, MD, NOV. 8

Jim Hollister put his "Pink Panther" Bultaco, complete with hot pink riding gear, in front of the 360cc final to claim his second straight class win in the traditional late fall indoor series sponsored by the Baltimore County Trail Riders and the Cockeysville Optimist Club. The only other class winner from the previous week's opening event was Mike Sponseller in the 80cc class. Of course, the three winners from the previous week all helped the class out by getting caught with their clutches engaged at the wrong time, ending up on the penalty line.

Although the program got off to a late start from a bike spraying oil on the concrete surface late in time trials, by the time 80s lined up for their final before another jam-packed house, they were almost on schedule. This time Mike Sponseller put his Honda in front of Jill Lautenbacker, Chuck Wrescics and Paul Southard. The order stayed the same for most of the race, with Sponseller and Lautenbacker pulling several lengths ahead of Wrecsics and Southard. Unlike last week's race where she had trouble with the second turn, Lautenbaker trailed Sponseller by only two lengths throughout. About the 10th lap, Wrecsics tried to lap another rider in the second turn, only to get the wheels locked together, bringing out the red flag.

With Bromley on the penalty line, Todd Stith grabbed the lead from Mike Varnes, Georgie Price and Kenny Mohler as the 125s left the second turn. The front three ran the entire 15 laps, with less than a length between them. The only change in the top three occured with two laps left, as Varnes bobbled slightly coming out of the fourth turn, giving Price the opening he needed to slip by for second spot. As he took the flag, Stith had a half length lead over Price.

For the second week in a row, Hollister put his Bultaco in front of two other Buls with Van Rittenhouse and Charlie Majeski on the gas. About halfway, Majeski nudged his way by Rittenhouse for second, with Rittenhouse stalling and dropping out for the second week. This gave third to Jim Lynch until he fell coming out of the fourth turn with two laps left. In this survival test, Joe White took over third on his bellowing Harley Sprint, which he held off to take third. Hollister led Majeski across the line by a length.

With Rodney Farris starting the final on the penalty line, Tom Majeski grabbed the lead from Steve Burkholder and Eric Rausch as the 250cc Pro class got underway. Burkholder crashed and behind Rausch was anybody's guess as most of the field ended up on the floor at various times in the early laps, including an uncharacteristic get-off by Farris. On the 10th lap, Todd Kendig got by Rausch for second spot as they exited the second turn. Farris did move up to about fifth spot, only to take a nose dive on the back straight with about three laps left. While Majeski was keeping his Yamaha in front and out of trouble, Kendig cut his margin down, trying an outside pass at the flag, coming up half a length short.

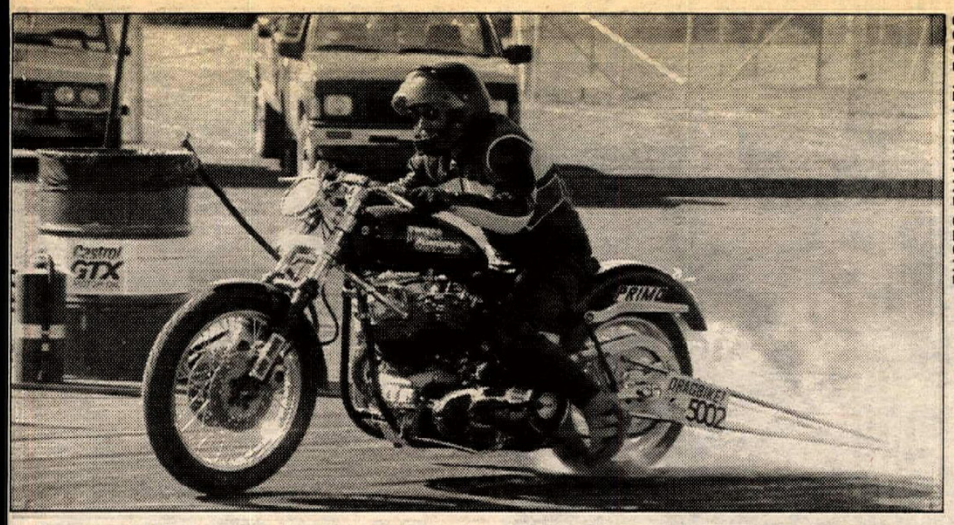


PHOTO BY MICHAEL ROSS

**Dennis Philipie powered his Harley Davidson to the victory in the Production class at Drag Bike Western Finals held at Firebird Raceway.**

### Results

80: 1. Mike Sponseller (Hon); 2. Jill Lautenbacker (Suz); 3. Paul Southard (Yam).
125: 1. Todd Stith (Suz); 2. Georgie Price (Kaw); 3. Mike Varnes (Yam).
250: 1. Jim Thomas (Yam); 2. Dan Reichert (Bul); 3. Mark Burkholder (Hus).
360: 1. Jim Hollister (Bul); 2. Charlie Majeski (Bul); 3. Joe White (H-D).
250 PRO: 1. Tom Majeski (Yam); 2. Todd Kendig (Hon); 3. Eric Rausch (Yam).
FINAL POINTS STANDINGS
EX: 1. Eric George (248); 2. Georgie Price (224); 3. Max George (194); 4. Joe Gately (114); 5. David Reeves (105).
AM: 1. Gary Foard (23); 2. Jerry Hash (22); 3. Roy Collins (19); 4. Mike Sponsleller (15); 5. Paul Southard (11).
YTH AM: 1. Harold Dorsey.

## Vohland, Cahors score at Marysville MX

**By Leo Trombley**

MARYSVILLE, CA, NOV. 9

Twelve 250cc Pro and two Open Pro riders lined up for a combined gate that saw 250cc Pro Tyson Vohland and Brett Cahors scrap it out for the checkered flag in both motos, during CMC Motocross at the E Street MX.

In moto one, KX rider Vohland grabbed a holeshot but lost the lead to Open Pro Joey Schlag, also on a green machine. Schlag led with Vohland and Cahors right behind until he crashed on the second lap. That gave Vohland the front runner position with Cahors in second. Once he gained the lead, he began stretching it out leaving Cahors behind. Cahors worked the course from every angle, but was unable to make up the distance and Vohland cruised to the win.

Moto two saw Vohland tangle with another rider in the first turn allowing Honda-mounted Cahors to take the front and build up a sizeable lead. Vohland just cranked on the throttle harder and literally flew across the sandy track, catching Cahors on the fifth lap. He slid past and never looked back, notching out double moto wins and the top money. Cahors finished second for the day and Lance Borgess was third.

Stacy Smith, on his first ride in the 250cc Junior class, grabbed the holeshot with Howard Gordon right on Smith's silencer. As they disappeared down the short chute toward the river, the second gate dropped for the 250cc Beginner class. They survived the first turn and then hit the first drop off where a serious crash occurred, causing the red flag to come out.

The restart had Smith and Gordon dicing it out for first again, but "Bro-Show" hit the big berm turns and started to leave Gordon in the dust. By the second lap Smith had a commanding lead and had an easy ride to the flag. Gordon also had a huge lead on third place and breezed to a second place.

The second moto looked like a repeat of the first with Smith and Gordon going at it again. Gordon holed it and kept the lead for the first lap. As they approached the levee jump, Smith took an inside line, grabbed a lot of air and came down in first place. Gordon wasn't going to give up so easily and continued to press. The tactic worked and on lap three Smith dumped it in a turn. Gordon passed, as did third place rider Tim Nobles. By the time Smith got up and running he had dropped back to a distant fourth. Gordon hit the line first giving him first overall on the day. Honda rider Tim Nobles took second and with a 5-2, second for the afternoon. Smith finished out his first 250cc race with a third.

### Results

MINI 60: 1. Dustin Parsons (Kaw); 2. Jason Harrison (Kaw); 3. Jarred Packard (Kaw).
MINI BEG: 1. Tim Liljeberg (Kaw); 2. Michael Brandes (Hon); 3. Greg Church (Hon).
MINI JR: 1. Jason Johnson (Kaw); 2. Stan Finney (Kaw); 3. Kenny McGrath (Kaw).
MINI INT: 1. Don Piantanida (Hon); 2. Jason Gibson (Hon); 3. Brian Walters (Yam).
125 BEG: 1. Ben Bledsau (Kaw); 2. Marshall Hedges (Kaw); 3. Jim Martin (Hon).
125 JR: 1. Shaun Echleberger (Hon); 2. Tim Nobles (Hon); 3. Bill Lea (Kaw).
125 INT: 1. Tallon Vohland (Kaw); 2. Mark Meyers (Hon); 3. Steve Weyrauch (Kaw).
125 PRO: 1. Brett Cahors (Hon); 2. Shaun Wooten (Hon); 3. Lance Borgess (Yam).
250 BEG: 1. Bob Major (Kaw); 2. Howard Mintz (Hon); 3. Scott Dores (Kaw).
250 JR: 1. Howard Gordon (Hon); 2. Tim Nobles (Hon); 3. Stacy Smith (Hon).
250 INT: 1. J.J. Taylor (Hon); 2. Ron Allen (Kaw); 3. Mickey O'Shaughnessy (Kaw).
250 PRO: 1. Tyson Vohland (Kaw); 2. Brett Cahors (Hon); 3. Lance Borgess (Hon).
OPEN BEG: 1. Dan Helm (Hon); 2. Blain Dierksen (Cag); 3. Troy Olsen (Hon).
OPEN JR: 1. Bob Shield (Hon); 2. Paul Flores (Hon); 3. Babha Bauer (Kaw).
OPEN INT: 1. David Pile (Yam); 2. Kirk Smith (Yam); 3. Loren Stewart (Hon).
OPEN PRO: 1. Aaron Johnson (Kaw); 2. Joey Schlag (Kaw).
VET JR: 1. Paul Flores (Hon); 2. Steve Coats (Yam); 3. Gary Hines (Hon).
VET INT: 1. Dan Jensen (Kaw); 2. Gary McHoneg (Hon); 3. Carl Bowling (Hon).
VET EX: 1. Kerry Okada (Hon); 2. Cliff Coats (Kaw); 3. Chris Icrigaray (Yam).
OT JR: 1. Leo Trombley (Kaw); 2. Lawrence Harvey (Kaw); 3. Abe Sanchez (Mai).
OT INT: 1. Bob Jackson (Kaw); 2. Dennis Ware (Yam); 3. Ralph Thomure (Kaw).
OT EX: 1. Larry Murdoch (KTM).
WOMEN: 1. Jeanie Odekirk (Hon).

## Feeler quickest at Western Finals

**By Michael Ross**

CHANDLER, AZ, NOV. 1-2

Bob Feeler came all the way from Paris, France to do battle with the best and quickest men in the United States. When the smoke cleared it was Feeler's Arias-sponsored 1260cc Super nitro Kawasaki walking away with the DragBike USA Top Fuel crown. In the final round Feeler put Shannon Hughes' Castor Racing Kawasaki on the trailer with a 7.70 pass at 167.28 to Hughes' 7.87.

Although Feeler was quickest, the crowd's favorite was Duke McDonald's three-engine, Norton-powered fueler dubbed "Triclops." McDonald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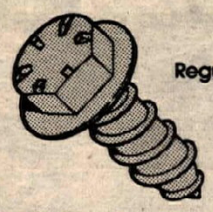

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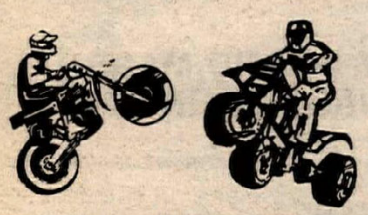

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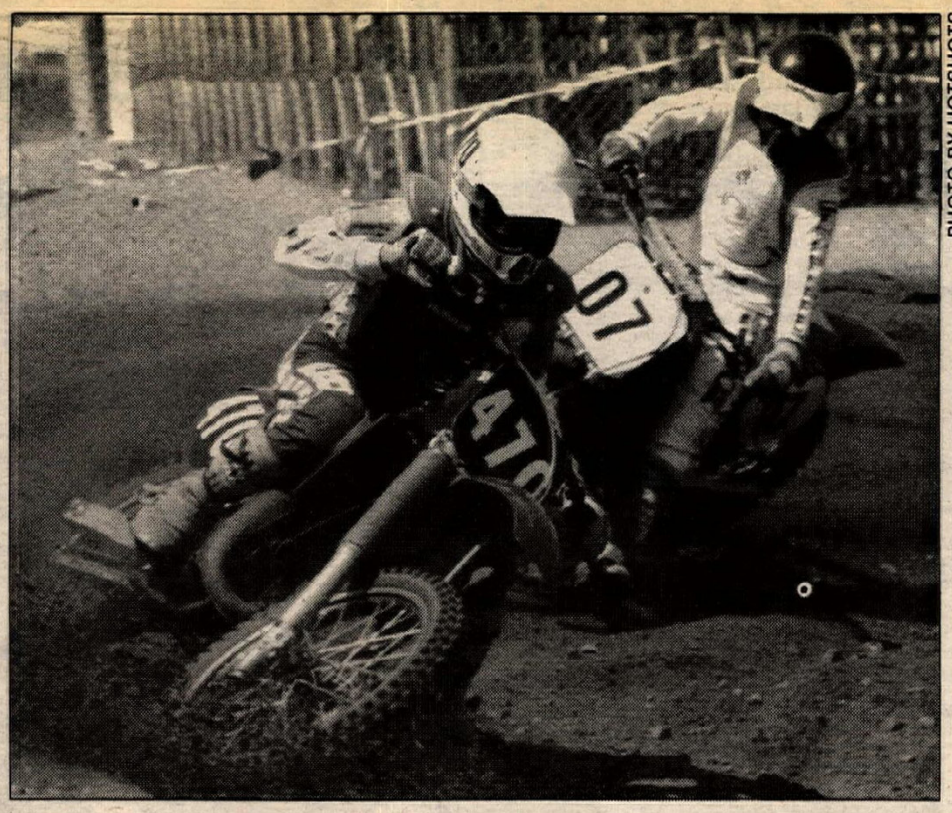

PHOTO BY HOTSHOTS

**Kenny Arnold (470) holds off Lonnie Faulkner (07) in the 125cc Intermediate class at Las Vegas MX. Arnold took the win, Faulkner was second.**

struggled to get the behemoth to hook up, but a blown front engine sent him to the pits for good on Sunday.

The Pro Stock final saw Phil Tannery meet Mark Sauro. Tannery and Sauro, both on VHR Suzukis, have met nine times so far this year in Pro Stock Elimination finals, but this time Tannery put a sleeping Sauro away with a 8.672 to Sauro's 8.655.

Vince Testa of Phoenix squared off with Californian Ken Deagle in Funnybike. Deagle blasted past Testa to take the win with an 8.554 at 147.8 to Testa's 9.403.

Jeffrey Thompson set a new G/gas record of 9.73 with his 1075 Kawi and Gordon Kateley went the EV/MB record one better with a 10.28 pass on his Bob's Cycle FXRS.

### Results

TOP FUEL: 1. Bob Feeler (Kaw); 2. Shannon Hughes (Kaw).
PRO STK: 1. Phil Tannery (Suz); 2. Mark Sauro (Suz).
FUNNYBIKE: 1. Ken Deagle (Kaw); 2. Vince Testa (Kaw).
PRO DRAGSTER: 1. Tom Deagle (Kaw); 2. Bill Alexander (H-D).
PRO GAS: 1. Art Engstrom (Kaw); 2. Glynn Herrington (Kaw).
PRO ST: 1. Charles Henry (Kaw).
PROD: 1. Dennis Philipie (H-D).
COMP ELIM: 1. Dave Welker (Kaw); 2. John Peek (H-D).
ET BRACKET: 1. Richard Hamilton (Hon); 2. Steve Kleinberg (Suz).
PRO COMP: 1. Gary Pena (Hon).
ST KING: 1. Bill Carlson (H-D); 2. Steve Kleinberg (Suz); 3. Shane McCord (Kaw).

## *Wilseyville HS win to McPhee*

**By Bill Spencer**

WILSEYVILLE, CA, NOV. 9

With only two races left in the District 36 Cross Country Championship season, Lance McPhee and his Pro Cycle of Concord Suzuki RM250 put a dent in Duke Dowell's point lead by winning the Blue Mt. Timber Wolves M.C.'s annual Wilseyville Hare Scrambles. The two and a half hour event for juniors and experts started to close to the 8:30 start time.

Ken McKenzie took the holeshot on his KX but didn't make it much past the first check with a four inch slice in his rear tire. "I had a good run going but the trail has a lot of loose stuff that you can't see through and I hit a rock that cut the tire." McKenzie said as he watched the race continue.

Precisely at the 22 minute mark, Mike Harper and his CR250 Honda whistled through the check with a rear flat. McPhee was second two minutes behind while Duane Scott was third over Duke Dowell and Charlie Smart, Ed Marchini, while holding second in the points, was not having a good first lap with Eddie Edgyed, Sr., coming through about 12th overall and first Vet Expert over Tom Barbero, but Eddie would drift backwards on his four-stroke Honda while Barbero would go on to win by a wide margin and easily clinch the top Vet plate. Former motocrossers Dave Wood and Jeff Watts were hooking up for a good battle in the Open Expert.

Harper blitzed by on lap two with a lap time under 22 minutes and the same flat. McPhee was still some two and a half minutes in arrears while Dowell had gotten by Scott on his Dave Harris-tuned Suzuki. Scott and Smart smoked by on their YZs with Dave Porter, Marchini and Wood in close contact.

Just before the start of lap three, Walt Feyling came through leading the Old Timers Expert class by a wide margin. Harper continued his leading chores, still holding off McPhee with a tire that looked pretty ragged as he blitzed by camp. Old Timers Expert Al Waters wasn't liking life on the trail and stopped for a bit of air that would cost him fifth place while Dowell was now just over a minute behind McPhee. Scott pitted still in fourth while Smart and Porter came by very close over Marchini.

Harper came by just 30 seconds up on McPhee for the start of lap four, but McPhee pitted for gas and the Red Neck Roosters did a fine job and quickly got him on the course again. Dowell was less than 20 seconds back when McPhee left the pits.

Harper came by for the start of lap seven with just a minute lead on McPhee and Dowell a close third. About six minutes later, the checkered came out with Steve Zanone one of the first in and winner in the Open Junior class. McPhee grabbed the overall with 45 seconds to spare while Harper barely beat out Dowell by 10 seconds. After two and a half hours, the first three were within a minute of each other, and one rode with a flat tire for most of the distance. "I was really trying to play it safe and get some points," said McPhee. "When I pitted, the crew told me about Harper's flat and so I tried chasing him, but it wasn't much good until the end. On the last lap, everybody was waving like crazy and I could smell him through the dust. I want to thank Joe Heckman and the Red Neck Roosters for their support along with AXO and Rocky."

### Results

OVERALL TOP 10: 1. Lance McPhee (Suz); 2. Mike Harper (Hon); 3, Duke Dowell (Suz); 4. Duane Scott; 5. Jeff Watts; 6. Dave Porter; 7. Ed Marchinia; 8. Dave Wood; 9. Russ Cracknell; 10. John Georgette.
OPEN EX: 1. Jeff Watts; 2. Dave Wood; 3. John Georgette.
250 EX: 1. Lance McPhee (Suz); 2. Mike Harper (Hon); 3. Duke Dowell (Suz).
125 EX: 1. Dave Wells; 2. Mark Zeissler.
VET EX: 1. Tom Barbero; 2. Bob McBroom; 3. Eddie Edgyed Sr.
OT EX: 1. Walt Feyling; 2. Darrell Courtwright; 3. Louis Marshall.
OPEN JR: 1. Steve Zanone; 2. Paul Furnaro; 3. Dave McRae.
250 JR: 1. Joe Thomas; 2. Greg Bailey; 3. Vern Booth.
200 JR: 1. Steve Ledwith.
VET JR: 1. Duane Hughes; 2. Brad Mark; 3. John Hart.
OT JR: 1. Gary Magann ; 2. Bob Briner; 3. Gary Ceo.
OPEN NOV: 1. Harold Harris; 2. Steve Haymond (M-S); 3. Steve Romak (Yam).
250 NOV: 1. Alan Cassaro; 2. Tom Robertson; 3. Todd Doll.
200 NOV: 1. Sam Sovacco; 2. Brian Casey; 3. Jerry Mortimer.
125 NOV: 1. Gene Anderson.
VET NOV: 1. Jim Gallara; 2. Rick Zakruski; 3. Doug Reed.
OT NOV: 1. Mike Pyo; 2. Frank Massa; 3. Bruce Woodburn.

## *Buttram blasts Las Vegas MX*

**By Dick Goodwin**

LAS VEGAS, NV, OCT. 26

Las Vegas Motocross Park unveiled a new class today; the "25 and over" Vets division. EP's Bill Buttram took an immediate liking to the "Super Vets" class, winning its first ever overall crown after dueling with Doug Stadtlander and Tony Berlutti.

Buttram started the action off by out-dragging Gene Mason and Stadtlander down the start-straight to lead the big group into the first turn. Berlutti got on the gas quickly and moved up to third, just behind Mason. After scratching through the first few corners, Berlutti emerged in second place and started charging after leader Buttram. He tried to stuff his way past, but Buttram wasn't having any of it. They slashed and battled their way around the track for the remainder of the race, with Buttram just holding off Berlutti for the win. Stadtlander edged Mason for third.

It was Buttram and Berlutti arguing over the lead again in race two, with Stadtlander a close third. The top three spots stayed the same for a couple of laps, until Berlutti encountered problems and Stadtlander moved up to challenge Buttram for the lead. The fight for first was intense, at one point resulting in a midair collision between the two combatants. Both riders got out of shape, but stayed upright. Stadtlander recovered first and the Motorcycle Tire Center-sponsored hotshoe went on to claim first over Buttram. Mason came on strong to take third. The final results had Buttram with the overall victory, Stadtlander in second and Berlutti in third.

Action was hot and heavy in the 125cc Intermediate division. Ken Arnold, Kerry Mulligan, and Lonnie Faulkner all blasted off the line in unison, with the Kal-Gard/AXO-sponsored Arnold squeaking out the early lead. Front Row Racing's Mulligan came on with a rush, as the Honda of Las Vegas racer snatched the lead in the first lap. Faulkner hung tough in third. Mulligan was on the gas when his bike's pipe melted, putting him out of the race with a seized engine. Arnold took advantage and stormed home with the win, followed by Dialed Racing's Faulkner in a solid second spot. EP's T.L. Taylor claimed third.

Faulkner leaped into the lead at the start of moto two, just ahead of Arnold and Honda of Las Vegas-sponsored racer Taylor. Arnold flashed past for the lead right away, but couldn't shake the determined Faulkner. Faulkner stayed close, then returned the favor in the back of the track, retaking the lead before the first lap was over. Arnold and Taylor continued dogging Faulkner and the three-way fight for first continued for the entire race. Finally, halfway through the final lap, Arnold muscled his way past to take the win and the overall victory. Faulkner finished with a well-deserved second overall, with Taylor in third.

### Results

PEE WEE NOV: 1. Randy Finch; 2. Billy Eister; 3. Robby Rusch.
PEE WEE INT: 1. Jason Partridge; 2. Steve Ireland Jr.
60 NOV (6-8) STK: 1. Michael Laskowitz.
60 NOV (9-11) STK: 1. Greg Zaratiegui; 2. Sean Conner; 3. Frankie Villegas.
60 INT (6-8) STK: 1. Jason Partridge.
60 INT (9-11) STK: 1. Carey Hart; 2. Jimmy Griego; 3. Brian Barnson.
60 NOV (9-11) MOD: 1. Greg Zaratiegui; 2. Frankie Villegas.
60 INT (9-11) MOD: 1. Mike Gilbert; 2. Carey Hart.
PP: 1. Brenda Verzani; 2. Julie Riddle; 3. Mary Ann Gusakov.
80 NOV (9-11) STK: 1. Chad Anderson; 2. Frankie Villegas; 3. Sean Conner.
80 INT (9-11) STK: 1. Mike Michels; 2. Mike Gilbert; 3. Carey Hart.
80 INT (12-16) STK: 1. Johnny Camden.
80 NOV (12-16) STK: 1. Randy Klessig; 2. Dale Albiston; 3. Jason Stephens.
80 EX (12-16) STK: 1. David Griego; 2. Derek Titus.
80 INT (9-11) MOD: 1. Mike Michels.
80 EX (12-16) MOD: 1. David Griego.
125 NOV STK: 1. Jeff Hodge; 2. David Griffith; 3. Chris Trickle.
125 INT STK: 1. Ken Arnold; 2. Lonnie Faulkner; 3. T.L. Taylor.
250 NOV STK: 1. Dan De Falco; 2. STeve Goodwin; 3. Jeff Murphy.
250 INT STK: 1. Alex Hill; 2. Brad Simcox; 3. Kerry Mulligan.
500 NOV STK: 1. Jack Downey.
500 INT STK: 1. Frank Singer; 2. Greg Primm; 3. Bill Buttram.
VET INT: 1. Bill Bearup Jr.; 2. Jim Barnson; 3. Gil Boers.
VET EX: 1. Barry Hill.
VET NOV: 1. Kim Adamson; 2. Robert Telles.
250 PRO: 1. Tommy Watts; 2. Scott Underwood; 3. Tom Camp.
500 PRO: 1. Richard Wilk; 2. Mark Hitchew; 3. Barry Hill.
OVER 25: 1. Bill Buttram; 2. Doug Stadtlander; 3. Tony Berlutti.

## Iwanaga scores at Monterey ST

**By Mike Vancil**

MONTEREY, CA, NOV. 8

In round six of the seven race High Point Series it was Paul Iwanaga from Gilroy, sponsored by Lee Braquet Racing, T.I. Landscaping and Gilroy Honda that came out the winner in the 500cc Expert final. The High Point Series was the final 1986 promotion of R&D Enterprises and was sponsored by Stroh's Beer and Pepsi Cola.

The turnout of experts for this event was heavier than normal, so the riders were divided into heats with only the top six from each heat moving to the final. Iwanaga won his heat, the second division, and then proceeded to outclass all who were able to get into the final with him. Rob Damron was mired in midpack and it took him the entire race to break free and land in second place. Each lap was a carbon copy of the prior one for Iwanaga, he held the lead and never looked back. Iwanaga took his immaculate Honda to the win with Damron second and Steven Raymond third.

The veteran Junior class rider, Mark Butler showed the rest of the Junior class riders how it was done. Butler is sponsored by Gatsby Racing Team, Nye & Canepa Racing Enterprises and Fasts' Palo Alto Yamaha, and he led the final wire-to-wire. Cory Perreault and Butler battled for about the first six laps with the slight edge going to Butler. Late in the event, on the white flag lap, it was Tony Alves on a Rotax who came up to challenge Perreault for second. Just yards before the checkers Alves was able to get under Perreault and get the better drive off the last corner to take second. Butler took the win, Alves was second and Perreault settled for third.

### Results

PEE WEE 50: 1. Junior Alvernaz (Yam).
PEE WEE 50 (7-8 YRS): 1. Helder Alvernaz (Yam); 2. Curtis Peebles (Yam).
MINI 60 NOV: 1. Gary Ferravanti (Yam); 2. Don Hart (Kaw).
MINI 60 JR: 1. Martin Montes (Kaw).
MINI 80 NOV: 1. David Sanchez (Yam); 2. Charles Klingler (Yam).
MINI 80 JR/EX: 1. Jake Zemke (Yam); 2. Martin Montes (Kaw).
250 NOV DIV 1: 1. Dennis Hannel (Suz); 2. Joseph Kamm (Yam); 3. Lonnie Lacy (Kaw).
250 NOV DIV 2: 1. Manuel Ponte III (Hon); 2. James Luker (Kaw); 3. Louis Canepa (Kaw).
250 JR: 1. Ricky Smith (Kaw); 2. Kenny Waag (Yam).
500 NOV DIV 1: 1. Lawrence Greene (Hon); 2. John Pack (Hon); 3. Joseph Kamm (Hon).
500 NOV DIV 2: 1. Melvin Elias (Yam); 2. Lonnie Lacy (Yam); 3. Gary Ferravanti (Yam).
500 JR: 1. Mark Butler (Yam); 2. Tony Alves (Rtx); 3. Cory Perreault (Yam).
500 EX: 1. Paul Iwanaga (Hon); 2. Rob Damron (Rtx); 3. Steven Raymond (C-A).

## Graham tops at Mid-Ohio MX reopener

**By Michael Rhea**

LEXINGTON, OH, OCT. 26

Troy Graham picked up the win in the 125cc Pro class in the first race at the re-opened Mid-Ohio MX facility today. Graham scored the overall victory with second and first place finishes. This was the first race in four years at the Mid-Ohio facility and wet weather kept the grass track in good shape.

Kawasaki rider Dave Spangler jumped to the front of the pack for several laps in the first 125cc Pro moto, before Jeff McCune managed to take over the lead. Graham was caught in traffic and was running in fourth place. McCune held off everyone and took the moto win followed by a hard-charging Graham and Spangler in third.

The second moto was no contest, as Graham gated first and held that position all the way to the checkered flag taking the moto win and the overall victory. McCune rode well and managed to keep Spangler at bay to take second in the moto and second overall, Spangler duplicated his first moto finish for third overall.

Graham came back to devastate the competition in the 250-Open Pro ranks. Graham destroyed all the contenders riding his 250cc Honda to start-to-finish wins in both motos. Spangler backed up his third in the 125cc pro class with a third in this division.

In the Open B class Brian Cox put in a hard ride in the first moto to nail down the win ahead of Chris Browne on a Husqvarna. In moto two Browne took the victory and the overall honors with a 2-1 score, Cox finished second in this moto to garner second overall.

### Results

SENIOR I: 1. Ken Frankenberry (Hon); 2. Gene Morrison (Hon); 3. Ray Flannagan (Yam).
SENIOR II: 1. Tom Ballinger (Hon); 2. T.E. Aston (Hon).
50: 1. Karl Scott (Yam); 2. Joey Belmont (Yam); 3. Chris Skeels (Yam).
Open B: 1. Chris Browne (Hus); 2. Brian Cox (Hon); 3. Jim Rhea (Hon).
125 SCHOOLBOY: 1. Billy Penick (Yam); 2. Marcus Sellards (Hon); 3. Henry Caharin (Kaw).
250-OPEN PRO: 1. Troy Graham (Hon); 2. Dave Spangler (Kaw); 3. Carl Hand (Hon).
65: 1. Jesse Thumser (Hon); 2. Brad Ritchie (Kaw)
125 B: 1. Billy Bell (Kaw); 2. Marcus Sellards (Hon); 3. David Spiegle (Kaw).
4-STRK; 1. Todd Hallabrin (Yam); 2. Bret Slane (Hon).
125 PRO: 1. Troy Graham (Hon); 2. Jeff McCune (Kaw); 3. Dave Spangler (Kaw).
250 B: 1. Steve Gardner (Yam); 2. Steve Mitchell (Yam); 3. Richard Merher (Hon).
125 C: 1. Chuck Francisco (Suz); 2. Scott Bassett (Hon); 3. Rick Pagiano (Hon).
250 C: 1. Mike Cain (Yam); 3. Ken Frank (Hon); 3. Allan Lotts (Yam).
MINI JR: 1. Jesse Thumser (Hon); 2. Jeff Wooledge (Yam).
MINI SR: 1. Jason Balas (Kaw); 2. Manui Arnold (Kaw); 3. Chris Bodo (Yam).


TEAM KTM WINNERS

RON PAPROSKI
Sr. Open Ex. Win — Fremont Valley H&H
WHIZ McNEAL
Sr. Ex. Win — Black Derby Scrambles
ROGER DUBREE
Vet. Ex. Win — Black Derby Scrambles
JOHN KELLEY
Sr. Ex. Win — Vulture Mine 100
PHIL TEISL
Sr. Am. Win — Vulture Mine 100
DOUG SEITZ
Sr. Sportsman Win — Vulture Mine 100
DESTRY ABBOTT
200 Beg. Win — Vulture Mine 100
JOE PROSSER
OTHG Win — Vulture Mine 100
BARRY HIGGINS
Overall Win. — Hillbilly Hills H.S.
Overall Win — Foothills H.S.
DANNY MASON
250 B Win — Hillbilly Hills H.S.
JOHN WEST
Open A Win — Turkey Creek Enduro
BRIAN JONES
80 12-15 Win — Ohio Int'l Rcwy MX
PETER BRANDT
Sup. SR. C. Win — Ghost Rider Enduro
TERRY STERRETT
200 C Win — Ghost Rider Enduro
DAVID FARRIS
Open Am. Win — Muddy Creek MX
GOOSE DARNELL
Enduro Win — Muddy Creek MX
MICHAEL PITTS
125 B Win — Cajun Enduro
RICHARD HERMAN
Sr. B Win — Cajun Enduro
JEFF STEVENS
Sportsman Win — Cowbell Enduro
ROBERT HUSTON
Open A Win — Hideaway MX
SUSAN WIOLDY
Women Am. Win — Glen Helen GP

ALLEN GRAVITT
AA Win — Foothills GP
AA Win — Abbeville H.S.
STEVE MACHAC
Open A Win — Foothills GP
KURT BOWMAN
Open A Win — Hookstown 100 H.S.
SCOTT FLOHR
Open Int. Win — Hunt MX
PHIL CARLIN
Open Ex. Win — Evansville Raceway MX
DALE FRANKLIN
Enduro Win — County Line Raceway MX
BOB SHILLINGER
O/A Win — Talladega H.S.
STEVE McCALL
250 Ex. & Overall Win — Oregon ISDE Qualifier
ROBBIE BRIGHT
Masters Class Win — DeSoto TT
MARK HYNES
Open Win — Last Chance Turkey H.S.
RICHARD STANLEY
250 Win — Last Chance Turkey H.S.
JUSTIN ATTEBERY
Nov. Win — Last Chance Turkey H.S.
CAP KUNEY
Vet. Class Win — Last Chance Turkey H.S.
PHIL OVELAND
250 Ex. Win — Honolulu TT
250 Ex. Win — Kahuka MX
250 Ex. Win — DeSoto TT
DAVID COFFEE
250 Nov. Win — Kahuka MX
BOB RAUDMAN
Open Sr. Win — Idaho Nat'l H&H
RAY FRYE
80 C Win — Harbor ORV Park MX
"MAD" MIKE MOHRBACHER
Open Ex. Win — Harbor ORV Park MX
BILL BUCKMAN
Over 30 Am. Win — Bend Championship 100
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Open Ex. Win — Bend Championship 100

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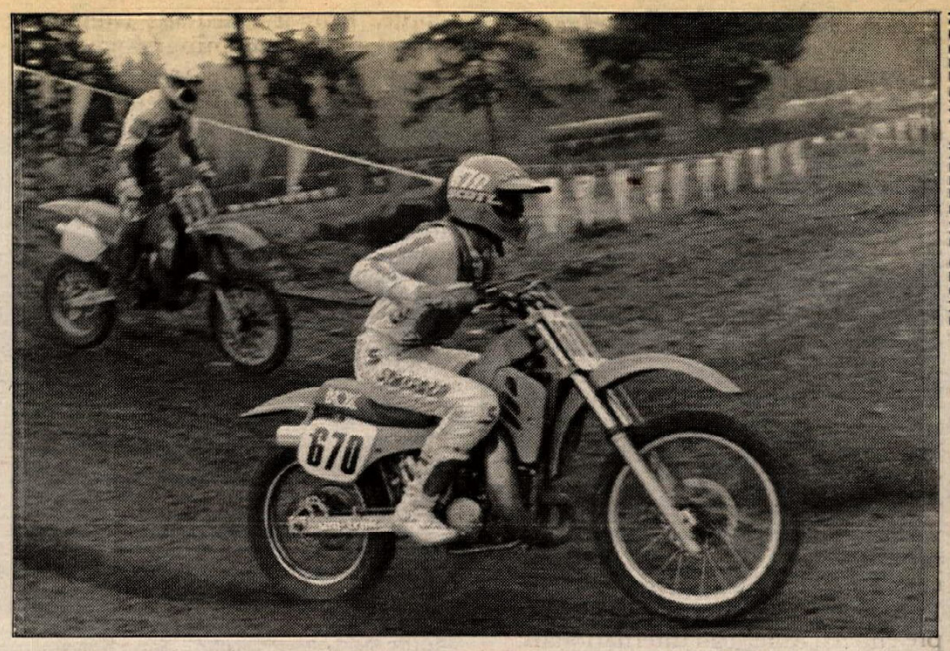

Nick Blasdell piloted his Kawasaki to a 3-1 score to take home second overall in the 250cc B class at Woodland, Washington's MX.

PHOTO BY DERRYL ANDERSON

## Ward wins Woodland MX

**By Derryl Anderson**

WOODLAND, WA, NOV. 15

Kawasaki-sponsored Larry Ward came down from Snohomish and put together a great day as he took the overall in the 125 and 250cc Pro classes of the motocross held today at Woodland. The fans had a double treat as long-time factory mini star, Lowell Thompson also showed up.

In the first moto of the 125cc Pro class 14 riders took off with Ward out front followed by Steve Oster, who can win almost anywhere. Next was Oren Bray, Scott Steffy, John Sowards, David Bailey, Lowell Thompson and the other pros. On lap two Bailey and Thompson moved up two spots while Oster chased Ward. Ward rode a flawless race as Thompson continued to move up. By lap six Thompson was right behind Oster, who was still unable to catch Ward. At the checkered flag it was Ward, Oster, Thompson, Bailey, Steffy and the others.

In the final moto Bray got the holeshot, followed by Ward, Steffy, Sowards, Thompson and the others. Ward, Steffy and Thompson had all moved up by lap two. Ward was back out front and looked great everywhere. Back a ways was Steffy and Thompson. With two laps to go Thompson was into second, but Ward seemed untouchable today. At the checkered flag the top three were Ward, Thompson and Bray.

In the 250cc B class Steve Smith grabbed the holeshot ahead of Chris Staley, Wayne Dixon, Dan Blasdell, Dan Engelke and Nick Blasdell. On lap four Dan Blasdell was up to second while cousin Nick was flying through the pack trying to catch the leaders. By lap five Nick was up to third, but there weren't enough laps left for the young speedster to catch Smith, who was looking good out front. At the flag it was Smith, Dan Blasdell and Nick Blasdell.

In moto two Dan Blasdell led a tight group of 21 riders off the line. Behind him in order was Jeff Jacobson, Smith, Dixon, Nick Blasdell, Engelke and the rest. By lap two Nick Blasdell had passed everyone to take over the lead. Right behind him was steady Steve Smith but Blasdell was uncatchable now that he had a hold of the lead. At the checkered flag it was Nick Blasdell, Smith and Jacobson.

### Results

WEE PEE WEE: 1. Robert Holtgrew (Yam); 2. Benji Radach (Yam); 3. Jed Murphy (Yam).

PEE WEE JR: 1. Doug McKuhn (Hon); 2. Todd Kibble (Kaw).

PEE WEE SR: 1. Jason McCormick (Kaw); 2. Destry Scott (Kaw); 3. Arric Staples (Kaw).

MINI B: 1. Joel Howard (Hon); 2. Jason McCormick (Kaw); 3. Jason Pearson (Hon).

MINI C: 1. Rian Gant (Yam); 2. Larry Kopp (Hon); 3. Robert Zahara (Yam).

125 B: 1. Troy Doty (Kaw); 2. Monty Spalding (Hon); 3. Darren Rogers (Hon).

125 C DIV 1: 1. Rob Spring (Kaw); 2. Dan Hansen (Kaw); 3. Kenny Hart (Kaw).

125 DIV 2: 1. Gary Strode (Hon); 2. Eddie Gerrish (Kaw).

250 B: 1. Steve Smith (Suz); 2. Nick Blasdell (Kaw); 3. Mike Williams (Hon).

250 C DIV 1: 1. Ben Wagenman (Hon); 2. Ron Hopla (Kaw); 3. Bobby Eyman (Yam).

250 C DIV 2: 1. Chris Studer (Suz); 2. John Noble (Hon); 3. Don Thompson (Hon).

OPEN B: 1. Scott Williams (Yam); 2. Richard Merritt (Hon); 3. Tom Rowland (Hon).

OPEN C: 1. Larry Winters (Suz); 2. Bob JOhnson (Hus); 3. Craig Koloen (Hon).

UP THE HILL: 1. Kevin Logsdon (Yam); 2. Ted DeVol (Hon); 3. Gard Hollinger (Hon).

OTH A: 1. Tom Rowland (Hon); 2. Ron Kent (Hon).

OTH B: 1. Jay Gibbons (Hon).

OTH C: 1. Ken Porter (KTM); 2. Wayne Kent (Yam); 3. Dean Anderson (Hon).

OT EX: 1. John Noble (Hon); 2. Gary Bonds (Hus); 3. Dayton Hickson (Suz).

OT AM: 1. Burt Lymburner (Suz); 2. Charlie Paska (Hon); 3. Larry Kopp (Hon).

OT NOV: 1. Ed Parsons (Yam); 2. Norman Swift (Yam); 3. Charlie Burchinal (Hon).

125 PRO: 1. Larry Ward (Kaw); 2. Lowell Thompson (Kaw); 3. Oren Bray (Hon).

250 PRO: 1. Larry Ward (Kaw); 2. Lowell Thompson (KawO: 3. David Bailey (Hon).

OPEN PRO: 1. Scott Tyler (Yam); 2. Oren Bray (Hon); 3. Pat Jordan (Hon).

## Young cleans White Rose trials

**By Mike Dunfee**

JEFFERSON, PA, OCT. 19

The White Rose Motorcycle Club hosted the ninth round of the D-6 trials season, and 69 riders signed up to do battle.

Beta-mounted Ryan Young was the top rider at the event claiming the Expert class win after dropping just four points, beating Brock Sattelmeier (16) and Craig Fish (19).

The event featured seven sections per class laid out along a two-mile loop, consisting mostly of off-camber turns, scattered logs and bank climbs. While Young was busy claiming the Expert class win, Terry Anlsomo was busy working his way on capturing the Amateur class title with a class win today, over Tony DeJuliis. In the Intermediate class, Bunkey Miller nailed the first place overall with a win over fellow D-7 rider Jeff Pickle. Novice rider Ken Hull, riding in only his second trials event ever, captured the win, while Dave Weaver finished second.

### Results

EX: 1. Ryan Young (Bet); 2. Brock Sattelmeier (Yam); 3. Craig Fish (Yam).

AM: 1. Terry Anselmo (Yam); 2. Tony DeJuliis (Bet); 3. Chris Bardell (Yam).

INT: 1. Bunkey Miller (Yam); 2. Jeff Pickle (Yam); 3. Eric Stark (Yam).

NOV: 1. Ken Hull (Yam); 2. Dave Weaver (Fan); 3. James Kline (Fan).

SR: 1. O. Pate Keen (Yam); 2. Sonny Dietz (Yam); 3. Dave Bardell (Yam).

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# Long Track Spdwy Championship to Moran

**By Scott Daloisio**

GARDENA, CA, NOV. 14

Shawn Moran, the 1983 World Long Track Champion, survived a last lap scare to win the 1986 Ascot Long Track Championship on the Agajanian family's legendary half mile oval. Moran's win in the event was staged before the largest crowd to witness the race in years.

In addition to Moran, the entry list was star studded. Defending Champion Lance King, U.S. National Champion Bobby Schwartz, Sam Ermolenko and John Cook were the pre-entered American Internationals. They were challenged by such southern California stalwarts as Mike Faria, Steve Lucero, Ronnie Correy and Gary Hicks.

Cook, who has won two major events on the challenging track, was in Sacramento at 4:00 p.m. He thought the race was one night later and he just happened to call the Ascot office to get a hotel room for after the event. When informed that the race was just a few hours away he hopped on the first flight to Los Angeles, but failed to make it in time for his first ride and was relegated to an intermission Match race against Schwartz.

Each rider received two qualifying heats to score and earn points for one of the 12 spots in the semis. Schwartz, King, Faria and Moran all had perfect scores after the qualifying events and most fans figured that the night's big winner would be one of these four riders at the meeting's end.

Schwartz hung tough with Faria in the first semi and he swept by him for the lead at the end of the second lap. That move propelled him to the eventual win in a race that also saw Faria and Ermolenko qualify for the main event. The second semi was taken by King over Moran and Lucero. King's win had most fans thinking that he would wear the crown for the second consecutive year.

Before the Division One main events took place the Support class riders engaged in their main event. Gary Dudley and Mark Hannah were having a good battle for first until Hannah bit the dust in the middle of the back chute on lap two. Hannah immediately got up and walked off the track while Dudley powered his twin-cam Jawa the rest of the way for the win over Rick Livingston and David Diaz.

Northern California's Jim Sisemore passed Scotty Brown early in the Consolation and he went on to post the win over Steve Furman and Brown. Correy emerged victorious in the "B" main ahead of Tony Briggs and Jimmy Gentile.

The "A" main rolled onto the track consisting of Moran, Schwartz, Ermolenko, King, Faria and Lucero. Moran was on the pole and he got a spectacular start then roared into the lead ahead of Schwartz and King. Schwartz saw his hopes go up in smoke as they exited turn two on the opening circuit when his motor quit. King was then the only serious challenge that Moran had left to face. King went to the outside in a bid to move by Moran for the lead at the end of lap one. Moran was equal to the challenge and he held off King but his lead seemed precarious to say the least.

King stalked Moran on lap two but he didn't make a challenge until they came off turn two on the final lap. Then King dove inside and he got the best drive as they raced down the back chute. King pushed his front tire ahead and was zooming by when his engine suddenly revved and he coasted into the infield in turn three. Moran took back the lead and led the final two turns to take the title that he last won in 1980. Ermolenko was a distant second with Faria third and Lucero fourth.

After the event ended it was learned the reason for King's motor to rev was a broken primary chain costing him his second straight championship.

The Ascot event brought a close to the 1986 speedway season in southern California. Racing will resume early next March with the annual Spring Classic.

### Results

A MAIN: 1. Shawn Moran; 2. Sam Ermolenko; 3. Mike Faria; 4. Steve Lucero; 5. Lance King; 6. Bobby Schwartz.

B MAIN: 1. Ronnie Correy; 2. Tony Briggs; 3. Jimmy Gentile; 4. Gary Hicks; 5. Greg Ayers; 6. Ed Castro.

CONSOL: 1. Jim Sisemore; 2. Steve Furman; 3. Scotty Brown; 4. Jimmy O'Dell; 5. Kevin Krugh; 6. George Lazor.

SUPPORT: 1. Gary Dudley; 2. Rick Livingston; 3. David Diaz; 4. Mark Spivey; 5. Andy Johnson; 6. Mark Hannah.

# Gerber takes Dino Rally HS win

**By John W. Maughan**

GRAND JUNCTION, CO, NOV. 9

Shawn Gerber won the final USRA Desert point event of the year holding the lead from the bomb to the final check at the Dino Rally 1 Hare Scrambles today in Grand Junction.

A cold and windy day greeted the racers for the Dino Rally 1, the snow storm two days before the race scared off the fair weather riders, but the true desert racers and point chasers were there for their final point event of the 1986 season. The start of the race was very fast over rolling clay hills, Corky Maughan pulled the early lead, but was passed by Gerber and Robert Howard before the bomb. At the first check Gerber had the lead with Mike Adcock in second with Maughan in third, Todd Henneman and Brad Strong held fourth and fifth spots.

Gerber finished the first loop in 25 minutes with Adcock in hot pursuit. Strong had taken over third place with Henneman and Maughan right behind him. On the second loop Gerber and Adcock maintained their lead with a real battle developing for third, fourth and fifth, Strong and Maughan are one and two for the Desert overall points for 1986. Maughan took over third place on the second loop, but dropped back to fifth soon after that with bike problems. The top five finished the second loop in the same order as the first with Henneman and Strong trading third and fourth. Maughan's bike problems turned out to be a blown silencer that had completely blocked the exhaust pipe, causing a severe loss of power. With repairs made Maughan left the pits about a minute behind Strong and Henneman.

On the third loop Gerber stretched his lead ever so slightly over Adcock. Maughan had taken over the third spot followed by Henneman, who had passed Strong for fourth. Maughan stopped for gas and Henneman and Strong took over third and fourth dropping Maughan back to fifth. Strong took over the third place spot and Maughan got around Henneman for fourth, but late in the final lap, Strong blew a turn allowing Maughan and Henneman to get by him.

At the finish Gerber had a comfortable lead over Adcock for first and second place. Maughan, Henneman and Strong finished right together for third, fourth and fifth places. Sixth


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PHOTO BY KATHY HERNDON

Yamaha rider Randy Pretzer dropped .05 seconds and captured the 250cc AA class win at the CRC Iron Horse Enduro in Barstow, California.

place was the first Amateur Kyle Bundy followed by Tom Ludlow, Chris Clark, Howard and Mark Lundgreen to round out the top 10. Maughan would have had to beat Strong by five places to take over the Desert points lead, Strong's fifth place finish guarantees him the number one Desert plate for the 1987 season.

### Results

OVERALL: 1. Shawn Gerber (KTM); 2. Mike Adcock (Kaw); 3. Corky Maughan (Kaw); 4. Todd Henneman (Hus); 5. Brad Strong (Hus).

## Simmerman edges Iron Horse Enduro

**By Bill Herndon**

BARSTOW, CA, NOV. 9

Riding a Yamaha YZ490, Open AA rider Jack Simmerman claimed the overall victory at California Racing Club's Iron Horse Enduro with a .02 score. Simmerman wasn't the only rider to zero the course, in fact, over 20 riders zeroed the Iron Horse Enduro with one tie-breaker check determining the overall and class winners. Finishing second overall and first 200cc A was Yamaha-mounted Scott Crawford after dropping four seconds. A three-way tie happened between Steve Bebeck (200cc A Vet), Mike Smith (Open A) and Randy Pritzer (250cc AA) for third place, after they all earned a .05 total.

Early in the first loop, riders faced the first and only special test of the day. Most of the A riders zeroed the check but some managed to burn it. Sixteen-year-old Lori Boretree topped all "family" one loopers on her Suzuki RM80 and took the B Women class overall with a 1.35 score. Fifteen seconds back came first place 125cc C rider Brian Knapp, followed by Honda-mounted Chris LeMaster. At 2.121, Larry Peters claimed first Beginner, while Kevin Cleland rounded out the top five in the Mini B class.

The start of the second loop also featured a check that many riders burned, including Husky rider Rick Daniels. This check was the most burned of the day.

Yamaha IT200-mounted Tony Casaga finished sixth overall and second 200cc A with a .07 scorecard, while Honda XR250 rider Lowell Spiva placed seventh (first 250cc AA Vet) with a 14-second loss. Eric Davies, riding the 250cc C Vet class, dropped 16 seconds for eighth overall and an instant trip up to the B class.

### Results

OVERALL: 1. Jack Simmerman (Yam); 2. Scott Crawford (Yam); 3. (TIE) Steve Bebeck (Yam)/Mike Smith (Yam)/Randy Pritzer (Yam); 6. Tony Casaga (Yam); 7. Lowell Spiva (Hon); 8. Eric Davies (Yam); 9. Greg Lusher (Yam); 10. Andre Butcher (Yam).

LOOP ONE: 1. Lori Boretree (Suz); 2. Brian Knapp (Yam); 3. Chris LeMaster (Hon); 4. Larry Peters (Hon); 5. Kevin Cleland (Yam).

## Gardner wins SDR Hare Scrambles

**By Larry McBride**

BINGHAMPTON, NY, NOV. 16

Riders competing in the first of Square Deal Riders Mud and Snow Hare Scrambles were greeted with all the mud anyone would desire, and Randy Gardner continued his domination of the Expert class.

The winner of the last two winter series, Gardner zipped to the front immediately off the start of the one and a half hour event, where he remained with little effort until checkered flag time. Doug Fleming experienced more difficulty as he registered only a seventh position through the first lap scoring station, but by the end of the race he had moved past all riders except Gardner to nail down second place.

Consisting of over one mile in

length riders encountered two creek crossings before twisting through a tight wooded section where riders encountered many more mud and water hazards.

A new Novice class, offered for the first time, was grabbed by Mike Furguson.

### Results

NOV: 1. Mike Furguson (Yam); 2. Kevin Sodeur (Hon); 3. Tamey Morris (Kaw).
100: 1. Steve Congdon (Yam); 2. Fred Garrehy (Kaw).
200: 1. Dave Bobbins (Hon); 2. Russ Baldwin (Kaw); 3. Mike Harris (Kaw).
250: 1. Seith Bruce (Hon); 2. Brett Sherman (Hon); 3. Paul VanHatten (Yam).
OPEN: 1. Brett Ruhf (Hon); 2. Bill Cheney (Kaw); 3. Jim Burnard (Hon).
SR B: 1. Dave Sanford (Mai); 2. Bob Young (Yam); 3. Tom Blachek (Kaw).
SR A: 1. Carl Nabinger (Hon); 2. Jim Spencer (Kaw); 3. Bruce Miller (Kaw).
EX: 1. Randy Gardner (Hon); 2. Doug Fleming (Kaw); 3. Steve Deemie (Hon).

## Dubach dominates DeAnza MX Pros

**By T.C. Carson**

SUNNYMEAD, CA. NOV. 9

Yamaha rider Doug Dubach used a 1-2 combination to wrap up the 250cc Pro class win at DeAnza MX, today, beating Kawasaki pilot Jeff Matiasevich and Suzuki-mounted Mike Healey.

The start of the first moto saw Suzuki Country's Luther French power his Suzuki in the lead followed by Dubach, Healey and Moto-X Fox's Matiasevich. By the end of the first lap, Dubach had taken over the lead while Matiasevich moved into second; French had control of third place ahead of Healey and Keith O'Neal.

A lap later, Healey slipped into third and the three leaders battled for the remainder of the 15-lap race. Dubach kept his Yamaha wired throughout the moto, keeping Matiasevich at bay. As they crossed the finish line, Dubach took the win ahead of Matiasevich, Healey, French and O'Neal.

Round two belonged to Yamaha's Broc Glover, who only competed in the last half of the first moto. But it wasn't until the fourth lap before Glover was able to slip by first-moto winner Dubach and maintain his lead for the next 11 laps for the win. Dubach knew a second-place finish would be more than enough to claim the overall victory, so the Yamaha rider was content where he was and landed second in the moto for the overall. Matiasevich took a fifth-place start — one ahead of Healey — but had control of third by the end of the first lap. Healey chased Matiasevich every lap but couldn't find the hot line around the Kawasaki rider. When it was all over Dubach won followed by Matiasevich's 2-3, Healey's 3-4 and O'Neal's 5-5. Glover wound up taking sixth overall, via a 11-1.

In the 125cc Pro class, it was Scott USA-sponsored Kyle Lewis (Honda) taking the early lead in the first moto ahead of Dubach, Matiasevich, Jimmy Palmer (Kawasaki), Dave Williams and Bader Manneh.

All eyes were focused on the duel for the lead between Lewis and Dubach which lasted the entire race. Lewis led for 13 laps before Dubach finally stuffed his way into the lead. For the last two laps, Dubach kept Lewis in his wake for the hard-earned win. Matiasevich followed a little ways back in third ahead of Manneh, Palmer and Williams.

The second moto saw Matiasevich steal the holeshot for a short-lived lead. During the first lap, Manneh stuffed his Yamaha by Matiasevich and into the number one position. A few turns later, Dubach also slipped by Matiasevich and set after Manneh. For the first four laps, Manneh had command of the race while Dubach closely pursued, but during the fourth lap, Manneh dropped out handing Dubach the lead and Matiasevich second place. Dubach then put it in cruise control and flew home for his third moto win and second overall of the day. Matiasevich wound up taking second overall ahead of Lewis and Palmer.

### Results

JR CYCLES: 1. Carlos Pena (Hon); 2. Jeremy Baddah; 3. James Otwell (Kaw).
MINI BEG: 1. Sean Pagel (Suz); 2. Chris DeLoss (Kaw); 3. Shawn Fehlman (Yam).
MINI NOV: 1. Jimmy Williams (Yam).
MINI INT: 1. Jeff Grafton (Yam); 2. Craig Decker (Yam); 3. Ryan Pauls (Hon).
125 BEG: 1. Robert Kong (Kaw); 2. Steve Johnson (Hon); 3. Eric Villalodos (Yam).
125 NOV: 1. Randy Danylo (Kaw); 2. Jeff Fine (Hon); 3. Richard Geraghty (Yam).
125 INT: 1. Eric Browne (Kaw); 2. Stephen Phillips (Hon); 3. Jamie Morabito (Yam).
125 PRO: 1. Doug Dubach (Yam); 2. Jeff Matiasevich (Kaw); 3. Kyle Lewis (Hon).
250 BEG: 1. Michael Otwell (Suz); 2. Wally Cote (Hon); 3. Chris Lowen (Suz).
250 NOV: 1. Steve Polenske (Suz); 2. Steve Peterson (Kaw); 3. Jeb Brock (Suz).
250 INT: 1. Kevin Montgomery (Suz); 2. Scott McDonough (Hon); 3. Mike Michetti (Hon).
250 PRO: 1. Doug Dubach (Yam); 2. Jeff Matiasevich (Kaw); 3. Mike Healey (Suz).
OPEN BEG: 1. Green Wald; 2. Steve Austin (Hon); 3. Chuck Fogelman (Yam).
OPEN NOV: 1. David Halverson (Hon); 2. Chris Berestrom (Yam); 3. Jeff Fahy (Hon).
OPEN INT: 1. Larry McCarty (Hon).
VET JR: 1. Michael Webster (Suz); 2. Tom Sawyer (Hon).
VET NOV: 1. Ken Dickson (Kaw); 2. Francis McGee (Hon); 3. Bill Dennis (Hon).
VET MSTR: 1. David Hassell (Hon).

## Rabe blasts Baylands MX

**By Mike Vancil**

FREMONT, CA, NOV. 9

Gary Rabe guided his KTM sponsored by Moore & Sons KTM, Fox Racing and by Rock Oil to the victory in the Pro class at Baylands today.

In the first five-lap moto, Rabe could not reel in Jeff Wenger and Wenger went on to score the win by about six lengths. As the gate dropped in moto one, Wenger burst into the lead on his Coast Honda-sponsored machine. Late in the event when Wenger had it on cruise, Rabe started to pressure him for the lead. Although Rabe came close, it was the relaxed and easy race pace of Wenger and his ability to get through the stutter jumps quickly that gave him the victory in moto one.

In the second moto it was a reinspired and rapidly returned to form Gary Farge that gave Wenger all he could handle. While Wenger was trying to sort out how to get around Fargo, it was Matt Arena way out in front on his Kawasaki being trailed by Rabe. Rabe timed his charge a little close, but it worked out in his favor. With two corners separated by a short straight and the stutter jumps to do, Rabe left his throttle on longer and passed Arena going into the next to last corner. Then he beat Arena to the final left hand corner and squirted through the rockers with the lead. Rabe was victorious in the moto and the overall winner. For Arena his second overall finish was a victory too, as he is now nearly totally healed from a terrible crash two years ago that nearly ended his racing career.

### Results

PEE WEE 50: 1. Chad Biel (Suz).
PEE WEE 60: 1. Terry Biel (Kaw).
MINI 80 BEG: 1. Jon Morgan (Kaw); 2. Gary Armstrong (Kaw).
MINI 80 JR: 1. Chris McCallie (Yam); 2. Jon Nicolaus (Kaw).
125 BEG: 1. William Artel (Hon); 2. Marty Walker (Hon); 3. Tom Cortella (Kaw).
125 JR: 1. Jeff Chalmers (Hon); 2. Ray Crumb (Yam); 3. Monty Ownbey (Kaw).
250 BEG: 1. Gregg Lyons (Hon); 2. Niclas Granlund (Kaw); 3. Bob Zades (Hon).
250 JR: 1. Tom Wetzel (Hon); 2. Dave Rogers (Hon); 3. Paul Midson (Hon).
OPEN BEG: 1. Scott Shamblin (Hon).
OPEN JR: 1. Gary Jaehne (Kaw); 2. Marc Pennings (Hon).
OPEN INT: 1. Brent Patterson (Hon).
PRO: 1. Gary Rabe (KTM); 2. Matt Arena (Kaw).


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PHOTO BY MIKE LARSON

Pro 250cc class winner Gary Semics sails over a jump enroute to the victory in moto one at the CRC MX held at Glen Helen Park in California.

# Semics snags Glen Helen MX win

**By Mike Larson**

SAN BERNARDINO, CA, NOV. 16 Today's CRC MX at Glen Helen featured an intense battle between former factory pilots Gary Semics and Kenny Zahrt. Semics picked up wins in both motos of the 250cc Pro class, but had to fight off a number of challenges from Zahrt.

Semics grabbed the holeshot in the first 250cc Pro moto, closely pursued by Zahrt. In the first three laps of the 12-lap moto Zahrt was within two bike lengths of Semics, but near the midpoint of the race Semics had put a little distance on Zahrt. On lap seven Semics approached a pack of lapped traffic and Zahrt was able to reel in the leader. Zahrt turned up the pressure on Semics for a couple of laps, but as both riders encountered more lapped traffic late in the race Semics used the lappers to stretch out his lead over Zahrt. Semics maintained his lead to score the victory, Zahrt was second and Joe Engel was a distant third.

In the second moto Zahrt scorched off the line and jammed into turn one with the lead, with Semics right on his rear fender. By lap two Zahrt had built up a small cushion on Semics, but Zahrt's lead was short-lived. On lap three Semics blazed around Zahrt on the upper section of the course and took over the lead. Zahrt wasn't giving up though, he was glued to Semics' rear wheel and diced wheel-to-wheel with Semics several times on lap five.

The leaders moved into lapped traffic just past the half way mark of the moto. Semics was able to slice through the slower riders with ease, but Zahrt got hung up momentarily in traffic and lost ground to Semics. Zahrt got aggressive late in the moto and began charging through traffic, whittling down Semics' lead from five seconds to three, but it was never any closer than that. Semics took the win with Zahrt and Engel rounding out the top three positions.

In the 250cc Novice class Mitch Brewer dominated both motos. Brewer grabbed the holeshot in each race then steadily pulled away to nail down the win. In the 125cc Beginner class Danny Fonteyn won both motos and scored the overall win.

## Results

PEE WEE CLASS A: 1. Robby Hammond (Yam).
PEE WEE CLASS B: 1. Jerry Aleman (Yam); 2. Tony Catalde (Yam); 3. Matthew Pickering (Yam).
60 UNDER 8: 1. Robby Hammond (Kaw); 2. Jerry Aleman (Kaw).
60 NOV: 1. Eric Schwell (Kaw); 2. Pablo Lara III (Kaw); 3. Joe Hicks (Kaw).
60 INT: 1. Steve Hengeveld (Kaw); 2. Shane Morales (Kaw).
60 EX: Bobby Morales (Kaw).
80 STK BEG: 1. Eric Chavira (Hon); 2. James Morgeridge (Suz) 3. Brandon Mastip (Yam).
80 STK NOV: 1. Moose Wine (Suz); 2. Ramon Noriega (Yam).
80 STK INT: 1. Dustin Evans (Suz); 2. Allan Brehm (Hon).
80 STK EX: 1. Bubba Erickson (Kaw).
80 MOD INT: 1. Dustin Evans (Suz).
80 MOD EX: 1. Bubba Erickson (Kaw).
VET BEG: 1. Glen Welsh (Yam).
VET NOV: 1. Wayne Ellis (Hon); 2. Tim Sisson (Hon); Bill Wright (Hon).
VET INT: 1. Robert Temple (Hon); 2. Ken Dickson (Hon); 3. Bob Alvis (Hus).
VET EX: 1. Robert Tippit (Kaw); Sam Groce.
WOMEN AM: 1. Kimbo Oler (Hon).
125 BEG: 1. Danny Fonteyn (Hon); 2. Eddie Subias (Hon); 3. Roger Linton (Kaw).
125 NOV: 1. Jim Kuntz (Yam); 2. Jerry Jetton (Suz); 3. Kelly Pichel (Kaw).
125 INT: 1. Steve Wanboldt (Hon); 2. Scott Murphy (Hon); 3. Frank Lane (Yam).
125 PRO: 1. Willy Musgrave (Hon); 2. Jeff Stanford (Suz); 3. Aron Martin (Kaw).
250 BEG: 1. Rod Skaggs (Hon); 2. Todd Krost (Kaw); 3. Kurt Prather (Suz).
250 NOV: 1. Mitch Brewer (Hon); 2. Steve Peterson (Kaw); 3. Chris Leiker (Yam).
250 INT: 1. Robbie Brand (Yam); 2. Gregg Blechman (Hon); 3. Gary Carivau (Kaw).
250 PRO: 1. Gary Semics (Hon); 2. Kenny Zahrt (Hon); 3. Tom Engel (Suz).
500 BEG: 1. Mark Lemke (Hon); 2. Stacy Skaggs (Hon).
500 NOV: 1. Mike Sullivan (Hon); 2. Richard Shaw (Yam); 3. Mark Shuck (Kaw).
500 INT: 1. Jon Miller (Hon); 2. Kenny Parry (Yam); 3. Kelly Doyle (Hon).

# RESULTS

**Short Track**
**Middleford Speedway**
**Seaford, DE**
**Oct. 18**
**By Woody Miller**

250
Rob Smith Bul
Mark Miller Hon
Bob Sweeten H-D
500
Bob Sweeten Rtx
Rob Smith Bul
Mark Miller Hon

**Short Track**
**Middleford Speedway**
**Seaford, DE**
**Oct. 26**
**By Woody Miller**

250
Mark Miller Hon
Jeff Salevan Hon
250 PRO
Bob Sweeten H-D
Rob Smith Bul
500
Mark Miller Hon
Bob Borwhe Yam
Tom Kiselmicki Yam
500 PRO
Bob Sweeten Rtx
Rob Smith Bul
Tom Magee Bul

**Motocross**
**Final Standings**
**AMRA Champ Series**
**Kincaid Park**
**Anchorage, AK**
**Nov. 28**
**By M.R. Edge**

50 NOV
Luke Rambur Yam
Zeb Deede Hon
Ricci Henderson Yam
M. Anderson Yam
Alecio Mejia Yam
50 EX
Cory Bauder Yam
Marc Henderson Yam
Brian Kohl Yam
Christopher Leslie Yam
Justin Thornton Yam
80 NOV
Mike Guthrie Kaw
Aaron Poland Yam
Wayne Simonds Suz
Roger Lindstrom Kaw
Jeff Sutterfield Kaw
80 EX
Damon Brown Kaw
Aron Niles Hon
Rob Butler Yam
Scott Williams Kaw
Tyrone Finch Kaw
125 NOV
Rob Bonnett Yam
Gavin Washburn Hon
Dusty Boquist Yam
Paje Butler Yam
Mark McConnell Yam
125 INT
Scott Stafford Hon
Kevin McAdoo Suz
David Nevel Hon
Chris Lindstrom KTM
Kevin Snider Yam
125 EX
Joe Good Suz
Jim McClain Kaw
Kelly Styles Kaw
Lance Leneave Kaw
Kelly Butler Yam
250 NOV
Sam Myers Yam
Scott Messer Hon
Scott Ward Hon
Jason Awe Kaw
L. McKenna Kaw
250 INT
Edwin Sims KTM
Tony Torres Kaw
Monty Baggett Kaw
Jim Brown Suz
Bryan Rambur Kaw
250 EX
Kevin Schaub Hon
Canyon Hansen Suz
Ken Conde Hon
Dave Cook Kaw
Greg Chatterton Yam
500 NOV
Chad Yoshitomi M-S
Larry Francis Hon
Ralph Langham Hon
Mark Watkins Kaw
Jerry McNay Hon
500 EX
Bruce Stingley KTM
Danny Russell KTM
Pat Crabb Kaw
Brad Bomhoff Hon
Mike Phillips Hon
PRO
Ralph Blanchard Yam
Kevin Schaub Hon
Kelly Butler Yam
Pat Crabb Kaw
Bruce Stingley KTM
VET
Les Kofoid Hon
Vince Bancroft KTM
Mark Faeo Hus
Robert Bault Kaw
Don Fitterer Hon

**Hare Scrambles**
**SE & TRA**
**Abbeville, SC**
**Nov. 23**

OVERALL
Randy Hawkins
AA
Allen Gravitt KTM
Bob Shillinger KTM
OPEN A
Bob Bean Hus
Barry Higgins KTM
Steve Machac KTM
250 A
Andy Spencer Hon
Dan Petty Hon
Mark Joyce C-A
200 A
Mike Grizzle Kaw
Keith Shelton C-A
Robby Travis Kaw
OPEN B
Derrell Cox Hus
Dale Stegall Hus
Milton Garner KTM
250 B
Brian Southern Kaw
Johnny McCoy Kaw
Danny Mason KTM
200 B
Randy Jones
Chris Steifle
Earl Cooke
SR A
Jim Ford Hon
George Eaddy Hus
SR B
Charles Bridges
Jimmy Lynch Hus
Randy Tomlinson Kaw
SUP SR
Hary Greenlee Hon
James Everhart Kaw
Fred Hammond
TRAIL RIDERS
Jack Eskew
Tim King
Tony Hall
PP
Terry Dennis

**Motocross**
**Canyon Raceway**
**Phoenix, AZ**
**Nov. 9**
**By Michael Ross**

JR CYC
Jimmy Mokry Kaw
Drey Nichols Kaw
Jason Mathews Kaw
MINI BEG
Mike Malone Kaw
Jim Crachy Yam
Frank Paterno Hon
MINI NOV STK
Pat McMullen Hon
Matt Martell Hon
MINI AM STK
Bryan Lewallen Suz
Brandon Hutton Kaw
Brian Cook Kaw
125 BEG
Goldie McKeon Hon
J. Steve Farmer Hon
Guy Hardy Hon
OPEN AM
Jim Penner Kaw
Rich Hinchcliff Kaw
Lacy Covert Hon
EX
Robert Naughton Hon
Brian Pryor Kaw
Billy Carlson Hon
125 NOV STK
Kris Tower Hon
Chip Young Hon
125 AM STK
John Janssen Kaw
Kyle Killebrew Hon
Chris Strong Yam
250 BEG
John Lus Hon
Jesse Turner Hon
Guy Hardy Hon
250 NOV STK
Kevin Cook Hon
Howard Derritz Hon
Dan Olson Yam
250 AM
Brent White Yam
Todd Cupp Hon
Kyle Killebrew Hon
OPEN NOV
David Deaper Hon
Brian Gookby Hon
Luke Green Hon
OT
Steve Brown Hon
David Nichols Hon
Rich DeVine Hon

**Motocross**
**Gary's Warrior MX**
**Warrior, AL**
**Nov. 16**
**By Melanie Nobles**

SR MINI B
Brandon Smith Yam
Chris Cornelius Kaw
SR MINI C
Ricky Allen Kaw
Jeremy HartsfieldKaw
Paul Sharp Hon
125 B
Brian Tucker Hon
Cary Morris Hon
Kevin Dollar Kaw
125 C
Jason Dunlap Hon
Bill Helms Yam
Ken Helms Hon
250 B
Joey Siragusa Yam
Keith Foster Kaw
Tyler Kyle Hon
OPEN B
Cary Morris Hon
Michael Tucker Hon
1985 & OLDER
Joey Siragusa Yam
Jeff Wood Yam
Paul Wilson Yam
ENDURO
Jeff Gibbs Kaw
Tim Mask Kaw
Darwin Whittow Yam
MONEY RUN
Brian Tucker Hon
Joey Siragusa Yam
Kevin Dollar Kaw

**Motocross**
**Gary's Warrior MX**
**Warrior, AL**
**Nov. 23**
**By Melanie Nobles**

JR CYC
Joshua Nichols Kaw
Damien Brown Kaw
Shane Posey Kaw
SR MINI B
Dale Ulrich
Brandon Smith
Chris Boyd
SR MINI C
Jeremy HartsfieldKaw
Ricky Allen Kaw
Cliff Blair Kaw
125 B
Sean Weaver Kaw
Bill Helms Yam
Nick Pinegar Kaw
125 C
Jason Dunlap Hon
Rick Douglas Kaw
James Golden Kaw
250 B
Brian Robertson Hon
Joey Siragusa Yam
Terry Parham Kaw
1985 & OLDER
Brian Robertson Hon
Paul Wilson Yam
Miek Higuera Hon
SR
Eugen Goode Hon
R. Pinegar Kaw
MONEY RUN
Darryl Ahonen Kaw
Mark Holt Kaw
David Armstrong Yam
OPEN B
Mike Tucker Hon
Danny Cronin Kaw

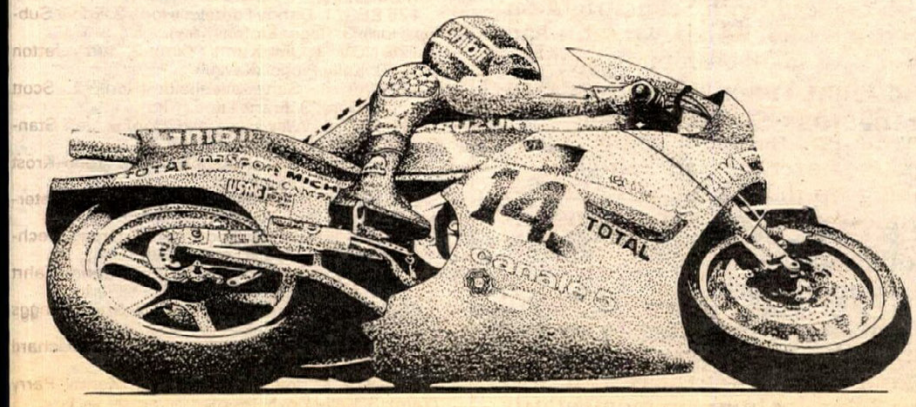
**Motocross**
**Greene's Raceway**
**Disputanta, VA**
**Nov. 16**
**By Caryl Pigg**

250 B
Alvin Guy Hon
Tyler Webb Hon
Michael Henry Suz
250 C
Dwight Fraser Hon
G. Murray Jr. Hon
Robert Kemp Hon
125 C
Derek Kutcher Suz
Greg Reynolds Suz
Bobby White Hon
125 B
Casey Martin Kaw
Kevin Walker Yam
Pete Payne Hon
OPEN B
Fred Gonzalez Hon
Edgar Hauser Hon
SR
Buddy Holland Yam
A.C. Bruce Yam
Sonny Mitchell Hon
SUP SR
Buddy Holland Yam
Mike LoPicolo Hon
G. Murray Jr. Hon
OPEN A
Pete Shinault Hon
A.C. Bruce Yam
Ralph Reynolds Hon
250 A
Mike Harris Kaw
Robbie Wakefield Hon
Sonny Mitchell Hon
125 A
Mike Callehan Kaw
Jeb Barrett Hon
Scott Holliman Kaw
PEE WEE
Tres Bruce Kaw
Shawn Quillen Kaw
Jake Hines Kaw
JR MINI
Mike Poore Kaw
Tres Bruce
Shawn Quillen Yam
SR MINI
Pete Payne Hon
John Winslow Hon
Mike Martin Kaw

## Trophy Pickup

100's M.C. Trophies will be available at D-37 Desert Races (not B to V) starting Nov. 9, 1986 (So. Cal. H & H) (145-05)

For listing in this department, please mail information with $1.00 per week that it is run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

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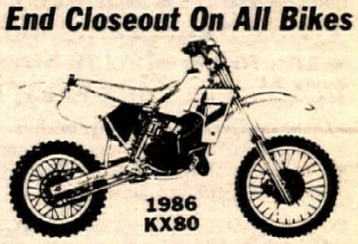


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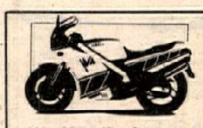

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SMX
California Schedule

| | | |
|---|---|---|
| Sat. | Dec. 6 | Perris |
| Sun | Dec. 7 | DeAnza |
| Sat. | Dec. 13 | Perris |
| Sun. | Dec. 14 | Perris |

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# calendar

Calendar listings are a free service for **Cycle News** readers and race promoters. All information is the responsibilty of the promoter. We suggest calling to confirm details before traveling to an event.

## CHAMPIONSHIP EVENTS

### World Championship Road Race Series

| | |
|---|---|
| 3/29 | Japan |
| 4/26 | Spain |
| 5/17 | W. Germany |
| 5/24 | Italy |
| 6/7 | Austria |
| 6/21 | Yugoslavia |
| 6/27 | Holland |
| 7/5 | Belgium |
| 7/19 | France |
| 8/2 | England |
| 8/9 | Sweden |
| 8/23 | Czechoslovakia |
| 8/30 | San Marino |
| 9/13 | Portugal |
| 9/27 | Brazil |
| 10/4 | Argentina |

### World Championship Observed Trials Series

| | |
|---|---|
| 3/8 | Spain |
| 2/15 | Belgium |
| 3/22 | England |
| 3/28 | Ireland |
| 5/24 | W. Germany |
| 5/31 | France |
| 6/21 | Bodine, PA |
| 7/7 | Austria |
| 7/19 | Italy |
| 8/30 | Czechoslovakia |
| 9/6 | Switzerland |
| 9/13 | Sweden |

### AMA/AATVA National C'ship Hare and Hound Series

| | |
|---|---|
| 12/6 | Rocky Point, AZ |

### MRAN Desert Series

| | |
|---|---|
| 12-7 | Las Vegas, NV |

### ARRA Road Race Series

| | |
|---|---|
| 12/6-7 | Rosamond, CA |
| 12/20-21 | Riverside, CA |

### ADRA Desert Championship Series

| | |
|---|---|
| 12/6 | Lukeville, AZ |

### Sabine Enduro Circuit Series

| | |
|---|---|
| 2/22/87 | String Prairie, TX |
| 4/5/87 | Thurber, TX |
| 4/19/87 | Fort Hood, TX |

### PRRO Road Race Series

| | |
|---|---|
| 12/6 | Phoenix, AZ |
| 12/7 | Phoenix, AZ |

### Florida Trials Association Series

| | |
|---|---|
| 12/14 | Titusville, FL |
| 1/4 | Crooms, FL |
| 1/18 | Crooms, FL |
| 2/1 | Hernando, FL |
| 2/28 | Crooms, FL |
| 3/1 | Hernando, FL |
| 3/22 | Hernando, FL |
| 4/12 | Crooms, FL |

### F.T.R. Championship Hare Scramble Series

| | |
|---|---|
| 12/14 | Daytona, FL |
| 1/4 | Winter Haven, FL |
| 1/18 | Plant City |
| 2/15 | Titusville, FL |
| 3/29 | W. Palm Beach, FL |
| 4/12 | Lake Placid, FL |
| 5/31 | Titusville, FL |

### Bud Light Texas Arenacross Series

| | |
|---|---|
| 12/12 | Fort Worth, TX |
| 1/16 | Fort Worth, TX |
| 2/20 | Odessa, TX |
| 3/6 | San Antonio, TX |

### SE&TRA Championship Hare Scrambles Series

| | |
|---|---|
| 12/7 | Myrtle Beach, SC |
| 12/14 | Lenoir, NC |
| 1/18 | Perry, GA |
| 2/1 | Maxey, GA |
| 3/22 | Sumter, SC |
| 4/5 | Billingsley, AL |
| 5/10 | Chattanooga, TN |
| 5/24 | Morganton, NC |

### AMA/NATC National Championship Observed Trials Series

| | |
|---|---|
| 5/16-17 | Globe, AZ |
| 5/23-24 | Temecula, CA |
| 6/13 | Wrentham, MA |
| 6/14 | Cayuta, NY |
| 6/20-21 | Bodine, PA |
| 9/5 | Thielman, MN |
| 9/7 | Port Huron, MI |

### SCORE Int'l Off-Road Series

| | |
|---|---|
| 1/30-31 | Parker 400 Parker, AZ |
| 4/3-5 | Great Mojave 250 Lucerne Valley, CA |
| 6/5-7 | Baja Internacional Ensenada, Mexico |
| 8/14-16 | Off-Road C'ships Riverside, CA |
| 11/6-8 | Baja 1000 Ensenada, Mexico |

### HDRA Championship Series

| | |
|---|---|
| 3/6-8 | Las Vegas, NV |
| 5/7-10 | Mint 400 Las Vegas, NV |
| 7/3-5 | Fireworks 250 Barstow, CA |
| 9/11-13 | Frontier 500 Las Vegas, NV |

### Willow Springs Formula USA Series

| | |
|---|---|
| 4/4-5 | Rosamond, CA |
| 5/2-3 | Rosamond, CA |
| 6/6-7 | Rosamond, CA |
| 9/5-7 | Rosamond, CA |
| 10/1-4 | Rosamond, CA |
| 10/31-11/1 | Rosamond, CA |

| DECEMBER | | | | | | |
|---|---|---|---|---|---|---|
| S | M | T | W | T | F | S |
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | 31 | | | |

| JANUARY | | | | | | |
|---|---|---|---|---|---|---|
| S | M | T | W | T | F | S |
| | | | | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |

● Denotes Pro Payback

## December 5

CALIFORNIA CMC MOTOCROSS
● Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA CMC MOTOCROSS
Ascot Park, Gardena. Info 714/261-6116.
CALIFORNIA AMA SPEEDWAY
● Gold County Fairgrounds, Auburn. Info 916/448-7557.
SOUTH CAROLINA SUPERCROSS
Riverside Speedway, Greenville. Stepp Mill MX. Info 704/685-3033.
TEXAS MOTOCROSS
● Mosier Valley MX Park, Euless. Info 817/540-3813.
TEXAS MOTOCROSS
SMX Rio Bravo. Houston. Info 713/459-1235.

## December 6

ARIZONA HARE & HOUND
● Nat'l Series. A.D.R.A. Lukeville. Info 602/252-1900.
ARIZONA ROAD RACE
100 Mile Endurance & Sprints. PRRO. Firebird Int'l Raceway, 6 mi south of Phoenix.
CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris. Info 714/582-3482 or 582-2522.
CALIFORNIA NIGHT DRAGS
Carlsbad Raceway, Carlsbad. Info 619/727-1171.
CALIFORNIA ENDURO
Tecate 250k. Los Ancianos MC. Baja. Info 619/279-2498 or 755-1939.
CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
CALIFORNIA TRIALS
Observed trials. AMA/D-37. Little Rock Dam area of Angeles Nat'l Forest. Pear Blossom. Info 213/822-2995 or 677-2300.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. R & R Racing. Info 813/986-4950.
GEORGIA MOTOCROSS
Southern Supercross, Dalton. Info 404/259-3184.
MARYLAND SHORT TRACK
Timonium Fairgrounds, Timonium. BCTRA.
MEXICO DESERT RACE
10th Annual Sonoita to Rocky Point. Sonoita. ADRA. Info 602/252-1900.
NEBRASKA SHORT TRACK
Kam Raceway, Hastings. Info 402/463-4717 or 462-4436.
TEXAS AMA FLAT TRACK & TT
Boyd Raceway, Boyd. Mike Kidd Promotions, TDTA. Info 817/284-1766 or 433-5587.

## December 6-7

CALIFORNIA ROAD RUN
Windy Lindstrom Run. Oakland MC. AMA/D-36. Oakland. Info 415/534-6222.

## December 7

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info 205/477-5389 or 477-6848.
ALABAMA MOTOCROSS
Warrior MX, Warrior. Info 205/849-8069.
ALABAMA MOTOCROSS
Port City MX. Fall Series. Mobile. Info 205/660-1057.
ARKANSAS HARE SCRAMBLE
Razorback Riders MC. Morrow. Info 501/636-1351 or 521-7133.
ARKANSAS MOTOCROSS
● El Paso MX Park, El Paso. Info 501/362-6474.
CALIFORNIA FAMILY ENDURO
F.R.A. Yuletide Enduro. Lucerne Valley. Info 714/666-0238.
CALIFORNIA MOTOCROSS
● Sand Hill Ranch, Brentwood. CMC. Info 415/634-3328 or 209/524-7013.
CALIFORNIA DESERT RACE
Fudpucker Racing Team. Rattlesnake Chase. Ancient Dry Lake Bed, Imperial Valley. AMA/D-38. Info 619/427-5759.
CALIFORNIA MOTOCROSS
● Perris Raceway, Perris. CRC. Info 213/830-7519.
CALIFORNIA MOTOCROSS
CMC. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA TRIAL
El Trial de Espana. Little Rock Reservoir near Palmdale. Info 213/696-3260 or 619/789-3656.
CONNECTICUT ENDURO
Salmon River County Riders/New England Trail Riders Assn. Marlborough. Info 203/295-9833 or 267-9486.
DELAWARE HARE SCRAMBLES
Delaware Enduro Riders. Scotten Farm, Newark. Info 302/834-4411.
FLORIDA DRAGS
● M.R.A. Orlando Speed World, Bithlo. Info 813/392-0866 or 293-5884.
FLORIDA MOTOCROSS
FL Sportsmen MX, Bunnell. Info 904/439-2100.
GEORGIA MOTOCROSS
Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
INDIANA SHORT TRACK
● Pro/Am Indoor. Memorial Coliseum, Fort Wayne. Info 513/492-9705.
NEVADA HARE SCRAMBLES
NV State Championship. Silver City Scramblers Big/M. M.R.A.N. Las Vegas. Info 702/870-1715.
NEVADA MOTOCROSS
● Las Vegas MX Park, Las Vegas. Info 702/878-8977.
NORTH CAROLINA MOTOCROSS
● Montrose MX, Raeford. Info 919/875-3805.
NORTH CAROLINA MOTOCROSS
Wilkes Co. MX Park, halfway between Wilkesboro & Lenoir. Info 704/758-4342.
OHIO HARE SCRAMBLES
Team H.S. Action Sports. Nelsonville. Info 614/753-2169.
OREGON SHORT TRACK
● S.O.M.A. Indoor. Jackson Co. Expo,

Compton Arena, Central Point. Info 503/597-2894.
SOUTH CAROLINA MOTOCROSS
Interstate MX Park, Moore. Info 803/574-7930.
SOUTH CAROLINA HARE SCRAMBLES
SETRA Series. Myrtle Beach. Info 615/870-7579.
TEXAS TRIALS
N.T.T.A. Weatherford. Info 817/249-5441.
TEXAS MOTOCROSS
Conroe MX, Conroe. Info 409/273-2336.
TEXAS MOTOCROSS
● TMC double pts. Bastrop. Info 512/681-1407.
WASHINGTON MOTOCROSS
Coyote Racing Ent. Thurston County ORV Park, Olympia. Info 206/426-8090.

## December 12

CALIFORNIA CMC MOTOCROSS
● Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA CMC MOTOCROSS
● Ascot Park, Gardena. Info 714/261-6116.
SOUTH CAROLINA SUPERCROSS
Riverside Speedway, Greenville. Stepp Mill MX. Info 704/685-3033.
TEXAS MOTOCROSS
● Mosier Valley MX Park, Euless. Info 817/540-3813.
TEXAS ARENACROSS
Bud Light TX Arenacross Series. Tarrant County Convention Center, Fort Worth. Info 817/627-7483.
TEXAS MOTOCROSS
● SMX Rio Bravo. Houston. Info 713/459-1235.

## Dec. 12-13

NORTH CAROLINA ARENACROSS
M & M Prod. James B Hunt Horse Arena, Raleigh. Info 919/342-4492.
OHIO MOTOCROSS
Indoor. Action Sports. Fairgrounds Coliseum, Columbus. Info 614/753-2169.
OREGON MOTOCROSS
● S.O.M.A. Indoor. Jackson Co. Expo. Compton Arena, Central Point. Info 503/597-2894.

## December 13

CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris. Info 714/582-3482 or 582-2522.
CALIFORNIA NIGHT DRAGS
Carlsbad Raceway, Carlsbad. Info Info 714/689-6114.
CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
FLORIDA MOTOCROSS
FMC Supercross. Ocala Speedway, Ocala. Info 904/629-2962.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. R & R Racing. Info 813/986-4950.
GEORGIA MOTOCROSS
Southern Supercross, Dalton. Info 404/259-3184.
NEBRASKA SHORT TRACK
Kam Raceway, Hastings. Info 402/463-4717 or 462-4436.
OHIO 1/4 MILE OVAL & TT
Deerfield Speedway, Deerfield. Sideways Promotions. Info 216/584-8668.
OHIO MOTOCROSS
● Fairgrounds Coliseum, Columbus. Info 614/ 753-2169.
PENNSYLVANIA PET FOOD RUN
Rider MC Touring Club of PA. Phila. Chapter. Ritz, Phila. Info 215/763-1143.
TEXAS AMA FLAT TRACK & TT
Boyd Raceway, Boyd. Mike Kidd Promotions, TDTA. Info 817/284-1766 or 433-5587.

## December 14

ALABAMA MOTOCROSS
County Line Racetrack, Vance. Info 205/385-2690.
ALABAMA MOTOCROSS
Gary's Warrior MX, Birmingham. Info 205/849-8069.
CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead. DeAnza Cycle Club. Info 714/242-5840 or 653-6110.
CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris. Info 714/582-3482 or 582-2522.
CALIFORNIA CMC MX
● Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA CMC MOTOCROSS
● Sunrise Valley Cycle Park, Adelanto. Info 619/245-7339.
CALIFORNIA HARE SCRAMBLES
10th Annual Cowpuncher. AMA/D-36. Hollister Hills OHV Park, Hollister. Info 415/846-4710.
CALIFORNIA TOY RUN
St. Lukes Toy Run. Oakland MC. Oakland. Info 415/534-6222.
CALIFORNIA MOTOCROSS
● L.A. County Raceway, Palmdale. CRC. Info 213/830-7519.
CALIFORNIA HARE SCRAMBLES
Dirt Diggers MC. AMA/D-37. Fremont Valley. Info 714/895-2030.
CALIFORNIA MOTOCROSS
E Street Bridge Track, Marysville. Info 916/695-2727 or 673-5710.
CALIFORNIA ENDURO
Santa Claus Enduro. CRC. Anderson Dry Lake, Lucerne Valley. Info 714/689-6114.
CALIFORNIA GRAND PRIX
DCR. Glen Helen Raceway, Devore. Info 714/371-6333.
CALIFORNIA MX MULTI NAT'LS
CMC. 4-Stroke Nat'l, Vet Nat'l, Womens Nat'l & Side Car Nat'l. Barona Oaks Raceway, Ramona. Info 714/261-6116.
CALIFORNIA MOTOCROSS
● CMC. Sand Hill Ranch, Brentwood. Info 415/634-3328 or 209/524-7013.
FLORIDA HARE SCRAMBLES
Daytona Dirt Riders. Daytona. FTR. 623-4306.
Info 813/351-4056.
FLORIDA MOTOCROSS
Gateway Raceway, Pace. Info 904/623-4306.
FLORIDA TRIALS
FL Trials Assn. Titusville. Info 813/533-0747 or 683-9319.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
Echeconnee MX, Macon. Info 912/788-8227.
KENTUCKY MOTOCROSS
Pendleton Co. MC Park, Gardnersville. Info 606/472-3442.
NEVADA CLUB MEETING
Las Vegas. Las Vegas Retreads. Info 602/979-2692.
NEVADA CLUB MEETING
Las Vegas. Las Vegas Goldwings. Info 602/979-2692.
NEVADA MOTOCROSS
● Santa Claus MX. Las Vegas MX Park, Las Vegas. Info 702/878-8977.
NORTH CAROLINA HARE SCRAMBLES
SETRA Series. Wilks County HS. Lenoir. Info 615/870-7579.
OHIO HARE SCRAMBLE
Fall Series. Gran Prix Raceway, Canal Fulton. CRA. Info 216/239-1598.
OKLAHOMA MOTOCROSS
Allen Ranch, Bixby. Info 918/428-1237.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc. Oklahoma City. Info 405/681-9492.
SOUTH CAROLINA MOTOCROSS
Hell Hole Creek MX, Leesville. AMA/D-29 Fall Series. Info 803/532-5778.
TENNESSEE HARE SCRAMBLES
Mid South Winter Series. Livingston. 615/823-4358.
TEXAS MOTOCROSS
Rio Vista. Info 817/373-2753.
TEXAS MOTOCROSS
● Rio Bravo MX Park, Houston. Info 713/458-0090.
TEXAS MOTOCROSS
● Burleson MX Park, south of Ft. Info 817/295-8908 or 295-1760.
TEXAS MOTOCROSS
● TMC double pts. Good Times MX Park, San Antonio. Info 512/681-1407.
WASHINGTON MOTOCROSS
Coyote Racing Ent. Thurston ORV Park, Olympia. Info 206/426-8090.

## December 19

CALIFORNIA CMC MOTOCROSS
● Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA CMC MOTOCROSS
● Ascot Park, Gardena. Info 714/261-6116.
SOUTH CAROLINA SUPERCROSS
Riverside Speedway, Greenville. Stepp Mill MX. Info 704/685-3033.
TEXAS MOTOCROSS
● Mosier Valley MX Park, Euless. Info 817/540-3813.
TEXAS MOTOCROSS
● SMX Rio Bravo, Houston. Info 713/459-1235.

## December 20

ALABAMA MOTOCROSS
Ashland/Talladega. Coleta Valley MX. Info 205/354-4586 or 354-2805.
CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris. Info 714/582-3482 or 582-2522.
CALIFORNIA NIGHT DRAGS
Carlsbad Raceway, Carlsbad. Info 619/727-1171.
CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. R & R Racing. Info 813/986-4950.
GEORGIA MOTOCROSS
Southern Supercross, Dalton. Info 404/259-3184.
GEORGIA MOTOCROSS
So. GA MX Assn. Valdosta. Info 912/244-6050 or 559-6080.
IDAHO SHORT TRACK
Owyhee MC. Kuna. Info 208/336-9929 or 888-7357.
NEBRASKA SHORT TRACK
Kam Raceway, Hastings. Info 402/463-4717 or 462-4436.
TEXAS AMA FLAT TRACK & TT
Boyd Raceway, Boyd. Mike Kidd Promotions, TDTA. Info 817/284-1766 or 433-5587.

## December 21

ALABAMA MOTOCROSS
● Ft. Rucker. Flying Wheels MX Club. Info 205/598-4527 or 598-2927.
ALABAMA MOTOCROSS
County Line Raceway, Vance. Info 205/477-5389.
ARKANSAS MOTOCROSS
● El Paso MX Park, El Paso. Info 501/362-6474 or 362-7611.
CALIFORNIA GRAND PRIX
● CRC. Glen Helen Raceway, San Bernardino. Info 213/830-7519.
CALIFORNIA DESERT RACE
Reindeer Romp. ARA. Barstow. Info 714/925-8608.
CALIFORNIA ROAD RACE
ARRA. Riverside Raceway, Riverside. Info 805/966-5700.
CALIFORNIA ROAD RIDE
R.R. & Dual Sport. Hansen Dam Park, Sylmar. Info 213/746-0800 ext 212.
CALIFORNIA MOTOCROSS
● CMC. Sand Hill Ranch, Brentwood. Info 415/634-3328 or 209/524-7013.
FLORIDA MOTOCROSS
Bunnell. FL Sportsmen MX. Info 904/439-2100.
GEORGIA MOTOCROSS
Whitesburg. Info 404/942-5930.
NEVADA CLUB MEETING
Las Vegas. Las Vegas Retreads. Info 602/979-2692.
NEVADA CLUB MEETING
Las Vegas. Las Vegas Goldwings. Info 602/979-2692.
NORTH CAROLINA HARE SCRAMBLES
Taylorsville. Cycleland, Inc. Info 704/632-3301.
NORTH CAROLINA MOTOCROSS
Wilkes Co. MX Park, halfway between Wilkesboro & Lenoir. Info 704/758-4342.
OHIO HARE SCRAMBLES
Gran Prix Raceway, Canal Fulton. CRA. Info 216/682-9231 or 239-1598.
SOUTH CAROLINA MOTOCROSS
Interstate MX Park, Moore. Info 803/574-7930.
TEXAS MOTOCROSS
● Mosier Valley MX Park, Euless. Info 817/540-3813.
TEXAS SHORT TRACK
● South Forty Dirt Track, Crane. Info 915/558-3989.
TEXAS MOTOCROSS
Conroe MX Park, Conroe. Info 409/273-2336.

## December 26

● SMX Rio Bravo, Houston. Info 713/459-1235.

## December 27

CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
IOWA SHORT TRACK
Indoor. Raah Speedway. Veterans Auditorium, Des Moines. Info 515/673-4781.

## December 28

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info 205/477-5389 or 477-6848.
ALABAMA MOTOCROSS
Gary's Warrior MX, Birmingham. Info 205/849-8069. CANCELLED
CALIFORNIA CMC MOTOCROSS
● Sunrise Valley Cycle Park, Adelanto. Info 619/245-7339.
CALIFORNIA MOTOCROSS
● CRC. L.A.C.R. Palmdale. Info 213/830-7519.
CALIFORNIA MOTOCROSS
● CMC. Sand Hill Ranch, Brentwood. Info 415/634-3328 or 209/524-7013.
NORTH CAROLINA MOTOCROSS
Wilkes Co. MX Park, between Wilkesboro & Lenoir. Info 704/758-4342.
OHIO HARE SCRAMBLES
CRA Fall Series. Gran Prix Raceway, Canal Fulton. Info 216/682-9231 or 239-1598.
OKLAHOMA MOTOCROSS
● Allen Ranch MX, Bixby. Info 918/428-1237.
OKLAHOMA MOTOCROSS
Motorcycle Raceways. Oklahoma City. Info 405/681-9492.
TEXAS MOTOCROSS
● TMC. Good Times MX Park, San Antonio. Info 512/681-1407.
TEXAS MOTOCROSS
● Texas Rio Bravo, Houston. Info 713/459-1235.

## January 1

CALIFORNIA MOTOCROSS
● Hangover Marathon. Sand Hill Ranch, Brentwood. Info 209/524-7013 or 415/634-3328.

## January 2

INDIANA ICE RACE
● Invitational Pro Indoor Series. AMA/AATVA. Half Mile Cycle Race Corp. Memorial Coliseum, Fort Wayne. Info 616/941-0815.

## January 3

CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead. Info 714/242-5840.

## January 4

ALABAMA MOTOCROSS
Gary's Warrior MX, Birmingham. Info 205/849-8069. CANCELLED
ALABAMA MOTOCROSS
County Line Raceway, Vance. Info 205/477-5389 or 477-6848.
CALIFORNIA MOTOCROSS
Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA ENDURO
Not So Tuff-E-Nuff Enduro. AMA/D-37. Lucerne Valley. Info 714/731-7122 or 818/287-3127.
CALIFORNIA ROAD RUN
5th Annual 3 Bridges Run. Oakland MC. Oakland. Info 415/534-6222.
CALIFORNIA DESERT RACE
Barking Spider. Fudpucker Racing Team. AMA/D-38. Plaster City East. Info 619/427-5759.
FLORIDA MOTOCROSS


WHITE BROS
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Vet Pro Entry $30
Vet Amateur Entry $20
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SMX Saddleback Mini-X
Every Saturday - Perris Raceway
1st, 3rd, 5th Sundays - De Anza Raceway
2nd Sunday - Perris Raceway
4th Sunday - Glen Helen Raceway
PERRIS RACEWAY
DE ANZA RACEWAY
GLEN HELEN RACEWAY
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20% Trophies/Finisher Pins CRC Points
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Course layout with ICO Malcolm Smith Odomoeter
YAMAHA
BIKES: Mail Entry $22.00/Post Entry $25.00/Non-Members Add $5.00
ATVs: Mail Entry $22.00/Post Entry $25.00/No Mem. Req.
*Special Beginner Class: 1 LOOP — NO MEM. REQ. — NO TROPHIES $17.00 MAIL — $20.00 POST
Sat. Signup: 12:00
Start: 1:30 pm
Cost: $5.00
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GRAN PRIX So. Cal. DOUBLE CROSS
DOUBLE CROSS RACING
• SUN. DEC. 14
Glen Helen Raceway
Devore, CA
INFO: (714) 371-6333



SRA California Schedule
Jan. 25 — NEW YEAR'S G.P.
(De Anza Cycle Park)
(714) 828-1358



WHITE WOLF RACEWAY
Motocross At WHITE WOLF RACEWAY
Dec. 14
(805) 834-0284
Bakersfield, CA



GET IT ON!

MOTORCYCLE SAFETY FOUNDATION



CRC CALIFORNIA RACE SCHEDULE
ATV Classes At All Events
Dec. 7 - MOTOCROSS Perris Raceway
Dec. 14 - MOTOCROSS L.A. County Raceway
Dec. 21 - MERRY CHRISTMAS GP Glen Helen Cycle Park
Dec. 28 - MOTOCROSS L.A. County Raceway
(213) 830-7519
1987 Licenses Available



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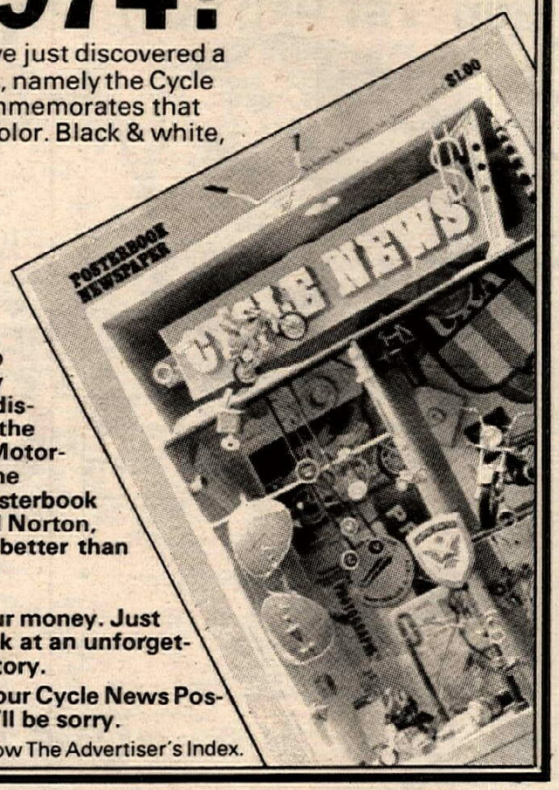
# Do you remember 1974?

We can't forget. In fact, we've just discovered a limited quantity of reminders, namely the Cycle News Posterbook which commemorates that wonderful year in beautiful color. Black & white, even.

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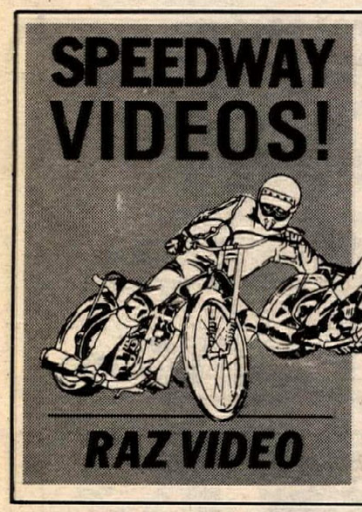


**• 1986 National SPEEDWAY CHAMPIONSHIP**
Taped Oct. 11th at Orange County Fairgrounds, Costa Mesa, Calif. with the use of 6 cameras . . . . . $39.95
Narrated by Bruce Flanders, *Speedway Magazine's* "Announcer of the Year" for the last 3 years.

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Exclusive Honda Dealership is seeking an experienced, preferably MAPS trained, Parts Manager.

Our dealership is located in the Piedmont section of North Carolina in a medium size town. Close to large city. Plenty of outdoor activities available.

Send photo and complete resume to:
**Piedmont Honda**
1825 S. Main St.
Salisbury, NC 28144
*In business 12 years*

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**THE BETTER IT GETS**

MOTORCYCLE SAFETY FOUNDATION

FOR RIDER COURSE INFORMATION CALL:
**800-447-4700**



AFM
**Road Race Schedule**
***Feb. 14/15***
***Willow Springs***
13423 Stanstead
Norwalk, CA 90650
(213) 864-0704
(415) 327-0908 North Chapter



***NEXT RACE: APR. 4-5, 1987***
TOYOTA BUDWEISER Coca-Cola
FORMULA USA
UNLIMITED MOTORCYCLE GRAN PRIX
Willow Springs INTERNATIONAL Raceway, CA



WHEEL WORKS
**SAND SALE**
• Sun Rims WM1-21 Gold or Silver WM3-18 $49.00
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**PERFORMANCE ACCESSORIES**
**Neil Keen 314/426-6959**
**Charlie Chapple 313/629-6921**


Florida Sportsmen MX, Bunnell. Info 904/439-2100.
FLORIDA TRAILS
F.T.A. Crooms. Info 813/533-0747 or 683-9319.
FLORIDA HARE SCRAMBLES
FTR. Sunrunners. Winter Haven. Info 813/351-4056.
GEORGIA MOTOCROSS
Whitesburg. Info 404/942-5930.
MICHIGAN ICE RACE
Polka Dots MC. Gladwin Co. Ice Carnival Clubgrounds, Albright Shores. Info 517/835-9355.

## January 9

ILLINOIS ICE RACE
● Invitational Pro Indoor Series. Half Mile Cycle Race Corp. David Palmer Civic Center, Danville. Info 616/941-0815.

## Jan. 9-10-11

CALIFORNIA HARE & HOUND
● Whiskey Pete's/Nissan World Championship Hare & Hound. Whiskey Pete's, I-15 at CA-NV state line. Info 702/457-5775.

## January 10

CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
IDAHO SHORT TRACK
Indoor. Owyhee MC. Kuna. Info 208/336-9929 or 888-7357.
ILLINOIS ICE RACE
● Invitational Indoor Pro Series. Half Mile Cycle Race Corp. Peoria Civic Center, Peoria. Info 616/941-0815.

## January 11

ALABAMA MOTOCROSS
Gary's Warrior MX, Birmingham. Info 205/84[illegible]. CANCELLED
ALABAMA MOTOCROSS
County Line Raceway, Vance. Info 205/477-5389 or 477-6848.
CALIFORNIA ENDURO
Jailhouse Enduro. Busheaters MC. AMA/D-38. Ancient Dry Lake Bed. Info 619/427-5759.
CALIFORNIA MOTOCROSS
● Carlsbad Raceway, Carlsbad. CMC. 714/261-6116.
CALIFORNIA MOTOCROSS
● Sunrise Cycle Park. Adelanto. CMC Info 619/245-7339.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
NEW YORK MUD & SNOW SCRAMBLES
Square Deal Riders. Belden, 15 mi NE of Binghamton. Info 607/723-2387.
OKLAHOMA MOTOCROSS
Motorcycle Raceways. Oklahoma City. Info 405/681-9492.
OKLAHOMA MOTOCROSS
● Allen MX Ranch. Tulsa/Bixby. Info 918/428-1237.
OREGON SHORT TRACK
● S.O.M.A. Indoor. Jackson Co. Expo. Compton Arena, Central Point. Info 503/597-2894.

## January 16

TEXAS ARENACROSS
Bud Light TX Arenacross Series. Will Rogers Coliseum, Fort Worth Info 817/627-7483.

## January 17

CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead. Info 714/242-5840.

## Jan. 17-18

WEST VIRGINIA MOTOCROSS
● Indoor MX Championships. AMA. Civic Center, Huntington. Info 614/753-2169.

## January 18

ALABAMA MOTOCROSS
Gary's Warrior MX, Birmingham. Info 205/84[illegible]. CANCELLED
ALABAMA MOTOCROSS
County Line Raceway, Vance. Info 205/477-5389 or 477-6848.
CALIFORNIA MOTOCROSS
● Carlsbad Raceway, Carlsbad. CMC. Info 714/261-6116.
CALIFORNIA DESERT RACE
Bonzai Run. HMR/DCMC*FRT Promotion. Ancient Dry Lake Bed. Info 619/427-5759.
FLORIDA MOTOCROSS
Florida Sportsmen MX, Bunnell. Info 904/225-5320.
FLORIDA TRIALS
FTA. Crooms. Info 813/533-0747 or 683-9319.
FLORIDA HARE SCRAMBLES
FTR. Suncoast Trail Blazers. Plant City. Info 813/351-4056.
GEORGIA HARE SCRAMBLES
SETRA. High Point HS. Perry. Info 615/870-7579.
GEORGIA MOTOCROSS
Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
MINNESOTA ICE RACE
● DTRA. 400 Club. St. Cloud. Info 612/593-1283.

## January 23

MICHIGAN ICE RACE
● Indoor Invitational Pro Series. Half Mile Cycle Race Corp. AMA/AATVA. L.C. Walker Arena, Muskegon. Info 616/941-0815.

## January 24

CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead. Info 714/242-5840.

## Jan. 24-25

MICHIGAN ICE RACE
National Amateur. Polka Dots MC. Gladwin Co. Ice Carnival Clubgrounds, Albright Shores. Info 517/835-9355.

## January 25

ALABAMA MOTOCROSS
Gary's Warrior Track, Warrior. Info 205/84[illegible]. CANCELLED
ALABAMA MOTOCROSS
County Line Raceway, Vance. Info 205/477-5389 or 477-6848.
CALIFORNIA MOTOCROSS
● CMC. Sunrise Cycle Park, Adelanto. Info 619/245-7339.
CALIFORNIA MOTOCROSS
● CMC. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA GRAND PRIX
● New Year's GP. DeAnza Cycle Park, Sunnymead. Info 714/828-1358 or 242-5840.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
OKLAHOMA MOTOCROSS
● Allen Ranch MX, Bixby/Tulsa. Info 918/428-1237.
OKLAHOMA MOTOCROSS
● Motorcycle Raceways. Oklahoma City. Info 405/681-9492.
OREGON SHORT TRACK
● S.O.M.A. Indoor. Jackson Co. Expo. Compton Arena, Central Point. Info 503/597-2894.

## January 31

CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
OHIO ICE RACE
● Pro Indoor Invitational. Half Mile Cycle Race Corp. Hobart Arena, Troy. Info 616/941-0815.

## Too Late To Classify

**December 7**
COLORADO TRIALS
Coup de Grace Trials. RMTA. Coal Creek. Info 303/330-2923.

**December 21**
CALIFORNIA MOTOCROSS
● Argyll Park.Dixon. CMC. Info 916/678-3592.

**January 4**
NEW YORK ICE RACE
● Electric City Riders. AMA. Warner Lake, E. Berne. Info 518/399-4270 or 374-7979.
NORTH CAROLINA MOTOCROSS
Montrose MX. Raeford. Info 919/875-3805.
VIRGINIA HARE SCRAMBLE
Blue Ridge Cycle Club. Martinsville. Info 703/632-8171 or 632-2680.

**January 11**
NEW YORK ICE RACE
● Electric City Riders. AMA. Warners Lake. E. Berne. Info 518/399-4270 or 374-7979.

**January 18**
NORTH CAROLINA MOTOCROSS
Montrose MX. Carolina Winter Series. Raeford. Info 919/875-3805.

**January 25**
NEW YORK ICE RACE
● Electric City Riders. AMA. Warners Lake, E. Berne. Info 518/399-4270 or 374-7979.

**Jan. 31-Feb. 1**
PENNSYLVANIA MOTOCROSS
● Trail-Way Speedway Indoor Championship Series. PA Farm Show Arena, Harrisburg. Info 717/359-4310.

# FREE CALENDAR LISTING

**Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.**

**Event date:** _____

**Type of event:** _____

**Event sanction/promoter/sponsoring club:** _____

_____

**Location of event:** _____

_____

**City/Town :** _____ **State :** _____

**Phone number (with area code) for more information:** _____

**Your name:** _____

# WANT ADS

## Help Wanted

### Sales Reps Wanted
Largest Northwest independent motorcycle snowmobile distributor seeking strong, self-motivated Sales Reps. Few prime areas available. Contact Greg, Western Power Sports. (208) 376-8400. (148-49)

### Service Manager Wanted
For large So. California Honda dealer. Must be able to merge people and paper work. Mechanical experience a must. Salary plus commission plus benefits. Relocation assistance possible for right person. Send resume to: Cycle News, Dept.AC, PO Box 498, Long Beach, CA 90801. (245-48)

### Mechanic & Apprentice Mech.
Experienced with tools. Immediate opening. Good pay, great position with growing, multi-brand, independent dealership in sunny Corona. MOTORCYCLE CITY USA (714) 734-9500. (235/TFN)

### Graphic Artist
Cycle News Inc. has an opening for a Graphic Artist. Must be able to spec type, paste-up material neatly and efficiently. Must be quick, flexible and able to meet deadlines. Send resume and example(s) of published work to: Cycle News Inc, P.O. Box 498, Long Beach, CA 90801-0498, Attn: Mr. Mangus. No Phone Calls Please. (5/TFN)

### Honda Service Manager
Experienced Service Manager/Writer, MAPS experience preferred but will train. Fast growing So. Cal. Honda dealership. Send resume to: Cycle News, Dept. LX, PO Box 498, Long Beach, CA 90801. (246-49)

### Exp. Hon/Suz Tech.
Excellent pay, benefits, year round employment. Honda Suzuki dealership Monterey Bay area. Contact Pete (408) 476-8100. (242/TFN)

### Association Executive
Must have experience in finance and insurance fields. Must have ability to manage office and personnel. Salary negotiable. Must locate in Springfield, IL. Send resume to: ILLINOIS MOTORCYCLE DEALERS ASSOCIATION, 2000 East Cornell, Springfield, IL 62703. (148)

PARTS DEPARTMENT, HONDA-SUZUKI Counter person wanted. Salary plus commission. South Orange County. (714) 951-9225. (247-48)

### Multi-Line Exp. Mechanic
For major & minor service, tune up, set up work, etc. Good working conditions and benefits are yours at a large aggressive Suzuki/BMW metro dealership in Atlanta. Contact or send resume to: Wagoner Cycle Works, 4026 Lawrenceville Hwy, Tucker, GA 30084. (404) 934-2453. (246/TFN)

### Sales Trainee Wanted
For established S. Cal. Honda dealership. *Salary, *Commission, *Benefits. Must be self starter and ready to sell. Contact Bill or Steve. TEMPLE CITY HONDA, 9228 E. Las Tunas Dr, Temple City, CA 91780. (818) 287-0808. (245-48)

### New Honda Dealer
Opening Soon in Ft. Lauderdale. Need experienced Managers, Mechanics, Partsmen, Salesmen. Applications completely confidential. Contact: David Hamer, 11995 SW 222 St, Miami, FL 33170. (147-49)

### Sales Reps Needed
Prominent Motorcycle Apparel Company is seeking Sales Reps for all territories throughout the U.S. Send resume to: SINISALO CORP USA, 23042 Alcalde Dr, Suite B, Laguna Hills, CA 92653. (800) 233-0768. (247-48)

### Sales Manager Wanted
National and regional Sales Representatives sought for newly acquired BLENDZALL racing oil division. Send resume to: c/o Sharon Slichter, 14864 Wicks Blvd, San Leandro, CA 94577. (148-49)

### Vintage Bike Mechanic
Must be experienced toolmaker or toolroom machinist. Knowledge of vintage European bikes required, restoration and maintaince of vintage bikes and racers. New product development. Excellent salary and major benefits. BLEY ENGINEERING CO, 1355 Tonne Rd, Elk Grove Village, IL 60007. (312) 437-0022. (148-49)

### ★★M/C Technicians★★
Are You Ready For A Change!! The Motorcycle Mechanics Institute in Phoenix, AZ and Orlando, FL are now accepting applications for the position of Instructor. No teaching background necessary. Excellent company benefits. Interested applicants should contact Larry Barrington at 1-(800) 528-7995. (248-49)

### M/C Mechanic Wanted
For independant shop. Experience with Japanese bikes is required. Call TMC, ask for Paul or Rhonda. Position available immediately. (213) 372-8175. (147-48)

### Mechanic Florida Suncoast
Suzuki dealership in business 15 years. Outboard experience helpful. Year round work. (813) 527-8475. (247-48)

### Sales Florida Suncoast
Motorcycle and boat. Suzuki dealership in business 15 years needs experienced, mature Sales Person. (813) 527-8475. (247-48)

### Salvage Dept. Florida
Mostly Suzuki, sell for a fraction of value. (813) 527-8475. (247-48)

### Wanted: Hon & Yam Mechanic
Must have seven years experience, be willing to relocate to N. California. Year round employment, wages negotiable. Call Jim, Tues through Sat, 9-6. (707) 822-3654. (247-49)

### Sales Person Wanted
$250 per week plus commission. Call (818) 994-2800. (348-49)

### Vegas Or Bust
The top dealership in Las Vegas is looking for an experienced, aggressive Sales Manager. Salary plus commission. Send resume to: Marlin, PO Box 2080, Las Vegas, NV 89125. (248-50)

### ★★M/C Technician★★
Are you ready for a change!! The Motorcycle Mechanics Institute in Phoenix, AZ & Orland, FL are accepting applications for the position of Instructor. No teaching background necessary. Excellent company benefits. Interested applicants contact Larry Barrington at 1-(800) 528-7995. (248-49)

## Business Opportunities

### Phoenix Metro Yamaha Dealer
For Sale. Major Street Locations. Motorcycle, Scooter, ATV franchises. Two locations, One or both. Priced to sell. Call Terry (602) 941-5321. (348-01)

### 500/250 Dirt Trackers
Peel built 500 with Knight frame, $4000. Engine, pipe, electrics only, $1650. Viper frame 250 Kaw, spare engine, short track 1/2 mile cylinders, $1200. Everything super clean and in good condition. (815) 672-7192. (347-48)

### PRO 3 Enduro Computer
More speed changes, easier programming, no hassle with batteries, HI-RELIABILITY crystal and a one year warranty are just some of the many New features. Used by Every national winner this year! Just $179.95. Visa/Mastercard. ICO, Box 430, Bayou Lacombe, LA 70445. (800) 331-0470. (232/TFN)

'84 RM125 SUZUKI. GOOD CONDITION. $650/OBO. (714) 839-8741. (146-48)

### 1982 BMW R100RS
Excellent condition, lava red with BMW saddlebags, backrest, taller smoke windshield, 23,000 miles. $2495. Partial trade for Ducati Single. (614) 773-4521 after 6 pm. (347-48)

### Exotic Motorcycles for Sale
Suzuki Gamma 500, $5000. Yamaha RZ500, $3800. Honda NS400R, $4650. California titled, accessories, parts and manuals. (213) 826-6218. (347-48)

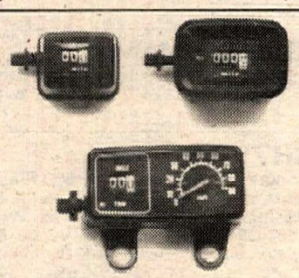
### 1986 CR125 Honda
Rolling chassis, forks, front wheel with disc brake, rear shock, etc..etc. All parts new, waiting for you. Make me an offer I can't refuse. Mike Sponseller. (301) 662-7720 days, (301) 831-7618 evenings. (347-48)

### Big Sale On Small Boots
Men's sizes 5 1/2-7 1/2. Ladies sizes 6-9. Ray all leather Roadrace, Touring boots, Only $75 plus $5.00 shipping. QUADRIFOGLIO, 5745 N. 11 St, Phoenix, AZ 85014. (602) 265-5846. (247-48)

### For Sale: RZ350 Race Bike
Toomey pipes, Fox shock, TMC cylinders and much more. Very fast, never crashed. $1900. (213) 372-8175. (147-48)

### Int'l CBX Owners Assoc.
Newsletter, patch, decal, courtesy cards, $15/yr. 1603 City View, Wichita Falls, TX 76305. (817) 855-6977. (146-50)

SIX SETS HARLEY-DAVIDSON ROD Assemblies 24200-638. New in boxes. $50 each. (804) 487-6526 nights. (347-48)



### ★KTM/Husky/Maico ODOs★
We have drive kits and Japanese odo heads for all European bikes and most MXers. Retail only. COUNTDOWN (818) 348-8381. (231/TFN/EOI)

### Dyno For Daytona
Competition motor, Dyno set-up, ex-Toomey & Buell. Must sell now. $1500/OBO. Also 15 FT Chariot fiberglass trailer. $1800. BUELL PERFORMANCE. (414) 392-2870. (247-48)

### Dymag Annual Sale
From now through December 31st save 20%-30% on all Dymags & Lockheed brakes. In stock on any pre-paid order. Be ready for the '87 season on time & have some extra money too! PITTSBURG PERFORMANCE, S. 64 W. 31751 Hwy X, Mukwonago, WI 53149. (414) 392-3170. (247-48)

**★★★★★★Presents★★★★★★**
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- *Ducati 750 F1 Montjuich
- *Ducati-1000 Hailwood Mille
- *Laverda-1000 SFC
- *Honda-NS400R V-3
- *Suzuki-RG250 Gamma
- *Suzuki-RG500 Gamma SQ-4

**★★Factory Race Replicas★★**
- *Yamaha-RD500 V-4
- Marlboro-Lawson Replica(1-100)
- *Suzuki-RG500 SQ-4
- Skoal Bandit Replica(1-50)

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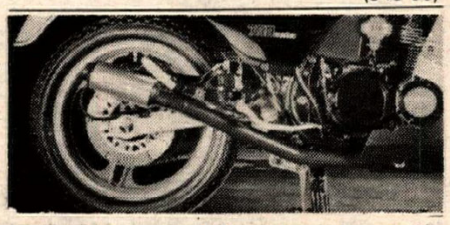
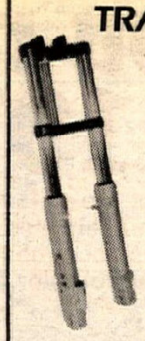
Other Models Available
Call Now!!! (415) 485-1921.
(348-50)



### D & D Kawasaki 750 Turbo Exh.
10% extra h.p., saves 20 lbs. 4/1. (800) 327-1109. (239/TFN/EOI)

### California Superbike School Willow Springs
Course fee includes leathers, helmet, boots, gloves, and Kerker equipped Kawasaki 600 Ninjas. Riding seminar by Keith Code and 40 miles of track. Willow Springs, Jan 31 & March 7. PO Box 3743, Manhattan Beach, CA 90266. (213) 484-9323. ADVANCED RESERVATIONS REQUIRED. (247/TFN/EOI)


**ATTENTION DIRT TRACK RACERS**



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Complete selection of calipers, master cylinders, and rebuilding parts. Best inventory and prices available.

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## TD1-TD2/CR110,93,72,

HONDA/YAMAHA and any other Japanese road racing motorcycles before 1970. Call Tad Takasu (818) 763-0600 days, (818) 980-3600 evenings. CA. (346-49)

## The Vintage News

Covers everything from Ariel to Zundapp, field meets, vintage racing, club news, free classifieds for subscribers, 12 issues for $10.00. 132 E. Glendale, St. Louis, MO 63119. (147-48)

33mm SMOOTH BORES (MIKUNI). $250 or trade for 29mm. (213) 399-2241. (146-49)

NEW TOP FUEL DRAG BIKE built by Danny Johnson, complete with wheelie bars, starter, hydrometer (spare blower belt, primary chain), 4 gallons nitro, 2 gallons methanol, 8 quarts racing oil, 20 spark plugs. Call (704) 433-9303. (148)

## Can-Am 125 MX

New 1985's. $995. D.M. BEST CAN-AM. 1-(800) 972-1119, (817) 294-8634 Texas. (148-01)

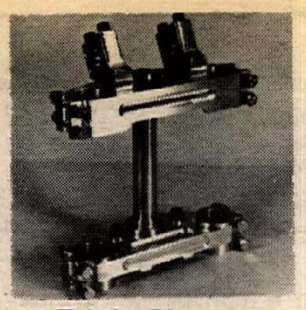
## '81 Honda CB900F

Black, 18,000 miles, very clean, Fox shocks, Ontario pipe, Hondaline sport kit, stainless steel brake lines, plus more. $1600. Steve (213) 674-5642 after 6 pm M-F. Sat/Sun anytime. (146-48)

1984 HUSKY XC SUPER CLEAN, hardly ridden. Must sell. $1200. (213) 316-1420. (142-46)

## RZ350

13 h.p. increase, 20 lbs. lighter than stock, wide power band, 4 dba over stock. Retains side and center stands. $199 includes four aluminum silencers. R5-RD250/350/400 Daytona. $175 includes two aluminum silencers. Kawasaki H1/H11. $210 includes aluminum silencer and hardware. Visa/Mastercard. FACTORY PIPE PRODUCTS, 816-A Waugh Lane, Ukiah, CA 95482. (707) 463-1322. (223/TFN)



## Custom Triple Clamps

Made to your measurements. FRANKS RACING. (714) 546-3483. (147-49)

## 1987 Ninja RX Ltd. Ed.

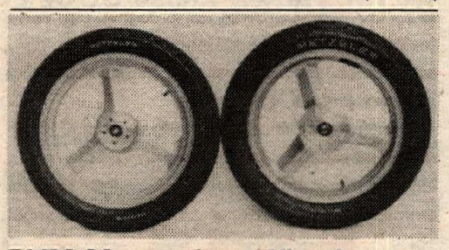
In Stock Now! KAW-YAM of VENTURA. (805) 653-5884. (247-49)

## '86 Guzzi LeMans

White, garaged, 2600 miles. $3950. Don (312) 541-9631 days, (312) 272-1628 evenings. (346-49)

## GSXR750 Superbike

1100 Endurance, two race ready 600 Ninjas. All to trick to list, all must go. Sacrifice on all. Make an offer. Kosman, Brembo, Ceriani, Fox, Works Performance, CRs, Dymags, Yosh, Vance & Hines, Mikuni, dry brakes. Ready for Daytona, trailer, stand, etc. etc. etc. (203) 255-1637, (203) 254-0052. (346-49)



## PVM Magnesium Wheels

Sizes 2.5 to 5.5, 16", 17", 18". All GSXR, FZ, VFR, GPz, RG, FJ, RD, etc. Made in West Germany. No Italian delivery or availability horror stories. Competitively priced, racing and street. ECA CYCLE IMPORTS. (914) 683-5666. (146-48)

## 1986 Honda CR125 Dirt Bike

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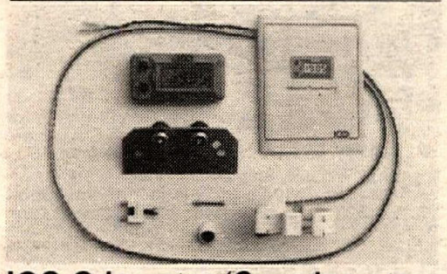

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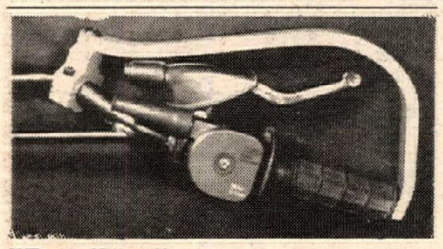

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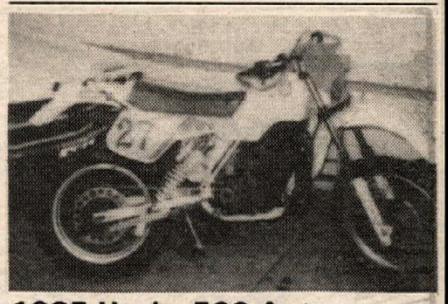

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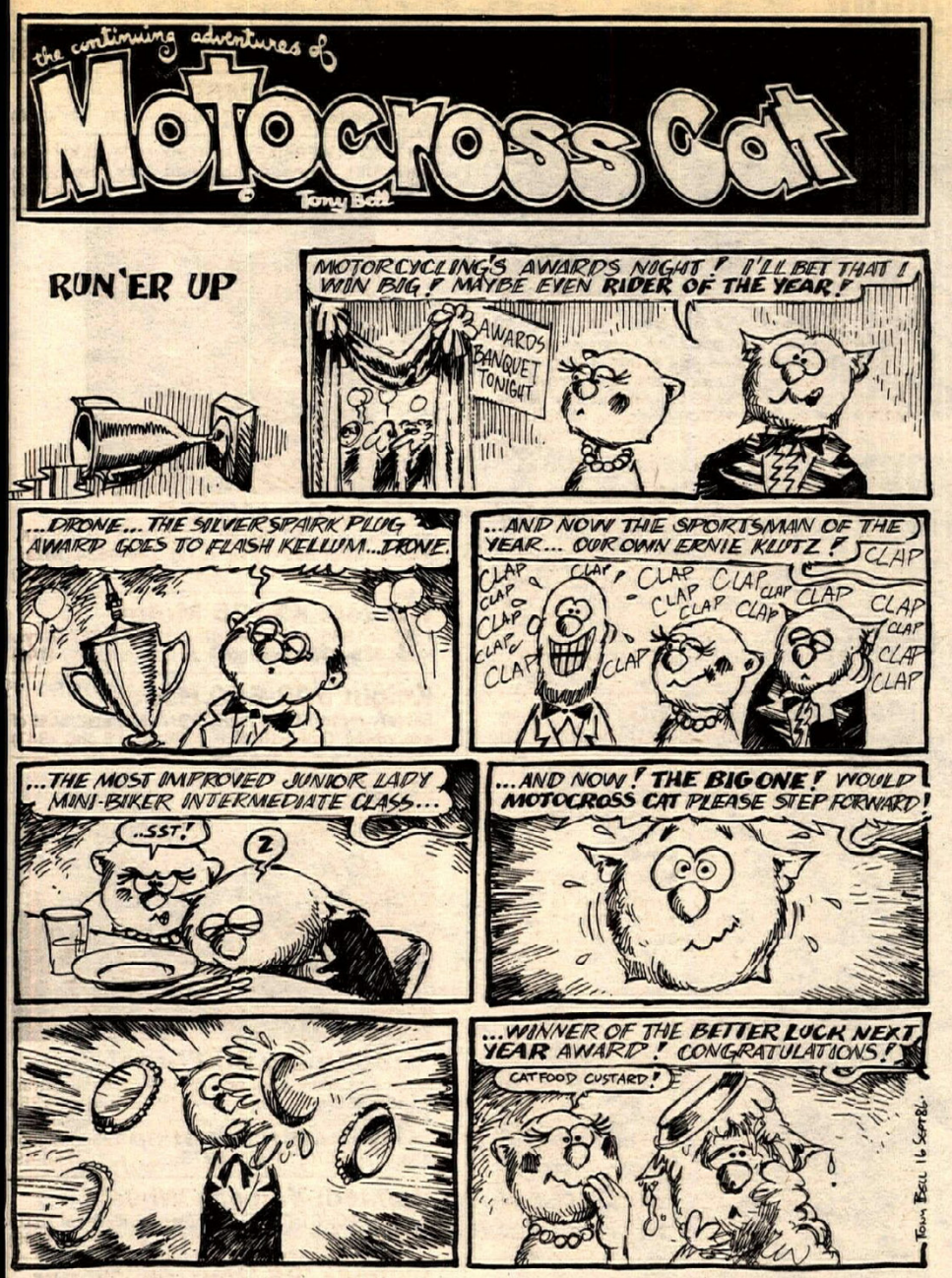


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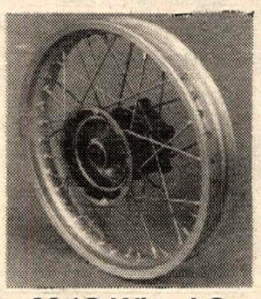

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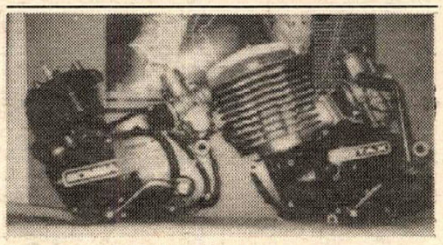

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